

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4802

晚七十月二年一十三緒光

WEDNESDAY, MARCH 22, 1905.

三拜禮

號二十月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
HOMBAI. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
Kobe.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKAO TAKAMICHI,
Manager.
Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$1,000,000
Sterling Reserve \$1,000,000
Silver Reserve \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
J. R. M. SMITH.
Manager.
Hongkong, 20th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tals 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,947,200
RESERVE FUND.....GOLD \$ 3,947,200

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.
20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
— OF THE 12TH NOVEMBER, 1896

Shanghai Tals
UNSUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHIEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

— HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1/2 per Annum Fixed Deposits for 3 months.
1/2 " " " " 6 " "
1/2 " " " " 12 " "

E. W. RUTTER,
Manager.
Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£800,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent
" " " " 6 " " 3 1/2
" " " " 3 " " 2 1/2
T. P. COCHRANE,
Manager.
Hongkong, 19th May, 1904. [24]

THE PHARMACY, DISPENSING AND FAMILY CHEMISTS.

A WELL ASSORTED STOCK
of
DRUGS, PERFUMERY, TOILET AND
SICK ROOM REQUISITES, &c.,
always on hand.

A large variety of CHOCOLATES, in Fancy
Boxes, at reduced prices, owing to favourable
exchange.

Note Address:
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 23rd January, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI.....	{ SIMLA F. R. Summers.....	About 24th March	Freight and Passage.
LONDON, &c.....	{ MALTA R. A. Peters.....	March 25th, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ MALACCA G. W. Babot, R.N.R.....	About 29th March	Freight and Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 20th March, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

ARDATH TOBACCO CO.'S SPECIALITIES.

CABINET CIGARS	in hermetically sealed tins of 25	Per Tin
QUO VADIS CIGARETTES (Turkish)	"	50 1.50
ASTORIA " (Virginia)	"	50 1.50
STATE EXPRESS " No. 555 "	"	50 1.00
ARDATH TOBACCO	"	1 lb. 1.00

PINEST EGYPTIAN CIGARETTES "Luang", Gold Tipped	50	1.25
" " " " " "	pkts. of 10	0.25
" " " " " "	50	1.00

LANE, CRAWFORD & Co.

Hongkong, 17th February, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



Telephone
No 75.

For STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline cor-
rective. It mixes well with Wines and Spirits without in any way
destroying the flavour.

SOLE AGENTS FOR HONGKONG—

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD,
Hongkong, 2nd March, 1905. [37]

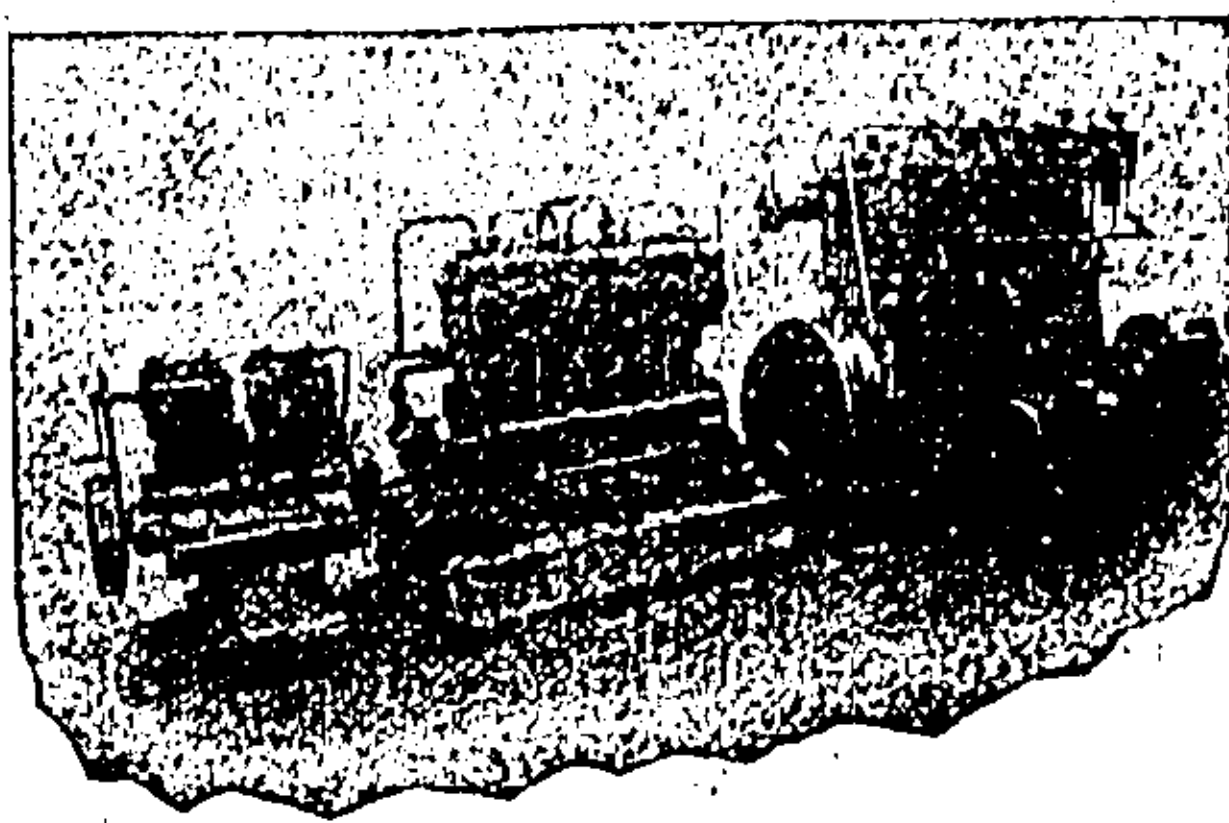
E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
" W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
" H. W. JOHN'S CANADIAN ASBESTOS GOODS.
Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong. [201]

Hongkong, 1st February, 1905.

Intimations.



Millions

of bottles of Bovril are used annually—
used in the sick-room, where Bovril
is the nurse's "second self"—used in the kitchen
where Bovril is the cook's "right hand"—used on
all occasions where strength and sustenance are
required. Bovril as a food has received the
endorsement of some of the greatest scientists
of the age.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

ESTABLISHED 1850.

祥利廣

FENDERS, SCUTTLES,
FIRE HANDS,
WARMING STOVES,
COOKING RANGES, ETC.,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, ETC.

17A, Queen's Road, Central. Telephone 256.
Hongkong, 4th January, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.
[26]

Hongkong, 7th February, 1905.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Madsu, Kure, Shimonoeki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Fama, Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Ogura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yurukibara and other Coals.
S. MINAMI, Manager, Hongkong. [38]

Intimations.

WM. POWELL,

LIMITED.

"ALEXANDRA
BUILDINGS,"

Des Vaux Road.

FURNISHING
DEPARTMENT
FIRST FLOOR BY LIFT.NOW
ON SHOW
NEW LACE
CURTAINS.MUSLIN
CURTAINS.ART
SATEENSand many dainty
ART FABRICS
suitable forHOUSE
FURNISHING.GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

OPPOSITE THE CLOCK TOWER.

BOOTS!
BOOTS!
BOOTS!A New Lot of
BROWN CALF
AND GLACE
KID BOOTS
JUST ARRIVED.
SMART SHAPES
AND FIRST-CLASS
QUALITY & FINISH.New Half-Hose,
Silk Underwear,
and
Exclusive Neckwear.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 18th March, 1905.

Intimations.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, TO-MOR-
ROW, the 23rd March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 22nd March, 1905. [332]LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedder's
Street, TO-MORROW, the 23rd March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 22nd March, 1905. [332]THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.THE TWENTY-SECOND ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Company's Office, St. George's
Building, No. 6, Connaught Road, Victoria, on
SATURDAY, the 25th March, 1905, at 11 A.M.,
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED on WEDNESDAY, the
22nd March, to SATURDAY, the 25th March,
both days inclusive.SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1905. [349]

PHILIPPINE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL
MEETING OF SHAREHOLDERS in
the above Company will be held at the Office
of Messrs. HOLLIDAY WISE & Co., No. 100,
Calle Anloague, Manila, P. I., at 3.30 P.M., on
THURSDAY, 30th March, 1905, for the purpose
of presenting the Report and Statement of
Accounts to 31st December, 1904.Shareholders desirous of having a copy of
Report and Accounts may obtain same on
application to the Secretary, Mr. G. C. MOXON.BENJAMIN, KELLY & POTTS,
General Managers.
Hongkong, 21st March, 1905. [393]CAMPBELL, MOORE AND COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 29, Queen's
Road Central, on FRIDAY, the 31st March,
1905, at Noon, for the purpose of receiving the
Report and Statement of Accounts for the year
ending 31st December, 1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 31st
March, both days inclusive.By Order, M. A. A. SOUZA,
Secretary.
Hongkong, 15th March, 1905. [373]EMPLOYE de commerce, Agé de 29 ans,
de nationalité Suisse, ayant déjà occupé
d'importantes fonctions dans des maisons
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Al-
lemand, le Hollandais, l'Italien et l'Anglais,
désire une situation dans l'une des villes de
la Côte de Chine.Très bonnes références—Appointements: de
5,000 dollars par an. Ecrire aux initiales
L. V. au Journal "l'Opinion" de Saïgon.
Saïgon, le 2 Mars, 1905. [32]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 71.

{Removal work at Canton River
Barriers; precautions to be ob-
served by passing vessels.REFERRING to Notice to Mariners No. 67,
Notice is hereby given that the signals
contained therein are annulled and that in
future Warning and Danger signals in con-
nection with removal work at the Barriers will be
made as follows:—A RED FLAG hoisted on a junk, steam
launch or other craft in the neighbourhood of
the Iron and Bridge Barriers, indicates a craft
with high explosives on board.TWO BLACK SPHERES hoisted on a
junk in the vicinity of any of the Barriers, in-
dicates that danger would be caused to life
and property by the wash of steamers.This signal will be hoisted when a diver is
down, when explosives are laid, or when a junk
is so fast to the bottom or to piles, as to render
the wash of a steamer dangerous.Vessels approaching the Barriers should
keep a careful look out for this signal, and, if
hoisted, slow down at a sufficient distance to
prevent her wash reaching the boat at work,
and proceed dead slow until well past.If owing to any reason it is unsafe for a
vessel to pass the Iron Barrier, a RED TRI-
ANGULAR SHAPE 6 feet in height will be
hoisted on a staff at the Barrier light but.A vessel seeing this signal should on no
account attempt to pass.J. HOWELL MAY,
Harbour Master.Approved: F. J. MAYERS,
Acting Commissioner of Customs,
Custom House,
Canton, 15th March, 1905. [385]MARRIAGE AND THE LUXURY
OF THE EAST.

(Specially written for the "China Review.")

In a recent issue of the "China Review"
my attention was riveted by a sentence pro-
pounding the problem why young Englishmen,
following vocations in the East, prefer to go
home for their wives rather than take as male
girls, who from childhood, or at least for some
many years, has lived in one of the Colonies
or Dependencies of great nations.To my mind the question is not difficult of
answer, but do not attach too much blame to
the Colonial girl, although her faults may be
and often are very apparent as far as domes-
ticity is concerned. Condemn the surround-
ings and, if you be father or mother, make a
vow that your own child shall not follow the
general rule, but be brought up on the same
lines as at home, where the sweetest girls of
the world come from. For a girl to be seen
with a duster in her hand out East means de-
gradation in the eyes of her servants, and the
social set to which she belongs will despise
her. From her babyhood she is not en-
couraged, or she is placed on a pedestal and
taught to look down on everyone except her
ownself. Colonial "side" is proverbial, and
that is why the Colonial man does not easily
settle down at home after a lengthened absence
from the old country. Out here he is some-
one, he can order about coolies even as the old
barons of feudal days dominated their vassals,
but, in the greatness of London, his identity
is sunk and he is the insignificant unit of its
vastness.The average young fellow, who has the
courage to forego the drinking and other dis-
sipated pleasures unfortunately connected with
this part of the world, and who builds his hope
on a home in the true sense of the word, fights
shy of the girls who seldom expect to start
marriage on rather restricted incomes, but
anticipate the same comforts that their parents
can afford to lavish on them. The feeling of
self-sacrificing love which a woman must
carry into the compact, if it is to be of lifelong
happiness, is lacking, brief passion is too often
the foundation of matches, and then the inevi-
table result follows. There are the Clubs and
Race Courses for the men, and for their wives
there are other men, because it is the fashion
of the East not to go out with your own wife
but with the wife of some other man. The
home life, to which so much of England's
greatness has been attributed, has no place,
and the girl has nothing to interest her in her
proper sphere. There are servants to an-
ticipate her slightest want, and she is even de-
prived of the happy duties of motherhood, and
all that is left for her is the everlasting round
of social calls, from which no real enjoyment
can be extracted and which maybe spells
scandal. No wonder she is tired and then it is
she thoughtlessly turns to the outside man,
who counts himself a fine fellow if lookers-on
whisper that he is flirting with Mrs. So-and-So.
So what wonder is it that the energetic, well
educated, and above all unaffected English girl
is chosen to try and find a home, where the
wife is part of the place itself and not a figure
of speech; a woman who will not faint with
horror at the impertinence of suggesting she
should get up half an hour earlier in the
morning and see the household is running on
smooth lines prior to her husband's appearance
for breakfast, who will not employ an amah
simply to run ribbons in her underwear, and
who will realise there are things worth living
for besides a continual round of dances,
amateur dramatic performances and tennis
parties.

LILIAN BELL

PREAKS OF THE LAW COURTS.

Some few years ago a man brought an ac-
tion at Washington for the recovery of his own
legs. He was not a suitor who had mislaid his
sea-legs, or even a lawyer wrestling with the
case in which he had not a leg to stand upon.
His legs were not artificial, nor were they, as it
transpired, his last legs.As a matter of fact the plaintiff was a private
individual whose limbs had been amputated
and who resented the action of the surgeon
performing the operation, who took the
limbs as a perquisite, placed them in spirits
and exhibited them, duly labelled, in the medi-
cal museum.We do not get such edifying cases in this
country; our most light-hearted efforts, from
the listless point of view, are in connection
with "love's awakening," and even these ac-
tions back the distinction of that brought by a
former Italian Consul of Montreal. The
gentleman in question had wooed the daughter
of a wealthy Vicksburg, and when the en-
gagement was broken off, with vast originality
he resorted to the law to recover the sums
spent by him during

THE ALL-TWO-SHORT IDYL.

The amounts he had expended on postage,
fruit, flowers, and cabs, were none of them
lacking, and with them was included an item
to the following effect, "To 465 hours spent
in courting, at \$s. per hour, \$186." This ac-
tion was carrying the war in the enemy's country
with a vengeance, and in a manner that mere
man rarely has the courage to put into practice.
It occasionally happens that the jilted male
invokes the law in order to recover the ring
with which he pledged his troth; and, in the
case of a few who appeared before Mr. Mead
some little time ago, he has been known to go
the length of praying for a summons against
the fickle maiden "to compel her marry him,"
but he does not, as a rule, derive much satisfac-
tion from his action. One young man, for
example, who instituted a suit to recover the
ring, had a bill for gas and coal utilised during
the engagement, and value of the entertainment
furnished by the lady's company, presented
as a set-off or counter-claim, and when the case
ended he found himself worse off than before it
began.The law of libel in this country boasts lotri-
cacies that are

POSITIVELY GOLD MINES

to the legal profession, but we have yet to reveal
in a libel action as novel as that brought by a
young lady who resided on the shores of Lake
Michigan. A steamboat company having
named a craft after her without going through
the formality of asking her permission, the
lady demanded \$100 damages on the appear-
ance of a newspaper paragraph to the effect
that "Missie Marshall, having been thorough-
ly scrubbed, painted, re-fitted with new boilers,
will hereafter serve as mail-carrier, and poke
her pretty nose into the lake business for all
she's worth." "Pretty nose" ought to have
but did not comfort the libelled damsel, who
won her case and renown as everlasting as
that awarded one Frau Meyer by the following
advertisement that appeared in the "Werning-
roda Intelligenz Blatt" in 1902. "I herewith
retract the libel uttered by me against Frau
Meyer, to the effect that she was wearing the
same bonnet this year as she was last year.
I offer her my apologies—(Signed) Frau
Henning."Railway companies are usually looked upon
as fair game byTHE HUNTER AFTER DAMAGES,
but even a railway company in this country is
at times able to turn like the worm and rend
its adversaries. One wonders what would
happen to some of the Southern lines if the
law allowed damages to be cast against them
for unpunctuality—the majority, it is to be
feared, would be bankrupt within a year. A
year last March the directorate of a French
railway system must have envied their British
brethren their immunity under certain circum-
stances, when a passenger, who was prevented
from being present at a family dinner owing
to a train being late, claimed and obtained
£1 12s. 6d. as compensation from the company
that was in as bad a case as the Parisian
Underground when it was condemned to pay a
fine of £4 owing to the stupidity of one of its
employees. A passenger whose ticket had
been clipped twice, once by mistake, refused
to pay another fare when his ticket was de-
clared worthless, whereupon every time the train
stopped the guard appeared at the door and in
a loud voice demanded, "Where is the pas-
senger with the false ticket?" Hence the ac-
tion for "material and moral prejudice," and
the subsequent fine.An action for damages was brought at
Antwerp against an aeronaut some little time
ago, in which the plaintiff alleged that the
defendant hadDROPPED A CHAUPAONE BOTTLE
at a height of 100 feet, and that the said ves-
sel, having alighted on the roof of his house at
Villars, near Liege, had perforated the roof.
This novel missile was a veritable bolt from
the blue, and as such recalls an action that
aroused a certain amount of interest a few
years ago. A prominent Methodist minister
having failed to prevent the erection of a big
brewery at Strudburg, Pennsylvania, publicly
prayed for Divine vengeance against it. A
few days later a violent thunderstorm passed
over the town, in the course of which lightning
struck the brewery and the company brought an
action for the recovery of £100,000 against the
clergy, charging him with being responsible for
the damages, besides making libellous state-
ments from the pulpit.The American clergy have at times much to
put up with. It is, perhaps, good for them
but to the lay mind there appears some occa-
sions when exasperation would be the most
natural of emotions. Some nine years or so
ago a New York clergyman had the hardihood
to prophesy that an event would happen within
a specified time that was not far distant. The
prophet who knows his business takes time
by the forelock; it is decidedly impressive to
foretell the events that may be expected to hap-
pen a century hence and the system has the
great advantage that in all probability when
events fail to prove the truth of the prophecy,
the prophet is not called upon for explanations.
The clerical prophet was evidently a novice;
he predicted that the end of the world would
come about in 1896, and at the close of the
year there was a preponderance of evidence to
show that he was

A FALSE PROPHECY.

There were, doubtless, many people who were
disappointed at failure, but with one excep-
tion they bore up in the most exemplary man-
ner. The exception was a lady of Delaware, who
read the announcement and accepted it in all
good faith. Imagining that she would have
no further use for her worldly goods, this fair
disciple gave away all her belongings to her
neighbours, donned a white robe, and awaited
the end. After a time she was naturally dis-
illusioned, and then she sadly requested the
return of the gifts. The recipients, however,
held different views on the matter; they thought
not venture to prophesy, but they thought
they would hold on to them with crablike
tenacity, whereupon the victim of prophecy
invoked the aid of the law, but whether the
legal shafts were leveled against the recipients
of her worldly goods or against the prophet
for non-fulfilment of contract failed to appear.

COMMERCIAL

TODAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 7/16
Do. demand 1/10 1/2
Do. 4 months' sight 1/10 11/16
Rangoon—Bank T.T. 2/35
America—Bank T.T. 45
Germany—Bank T.T. 1/9 1/2
India T.T. 1/32
Do. demand 1/32
Shanghai—Bank T.T. 7/14
Japan—Bank T.T. 9/12
Java—Bank T.T. 1/12 1/2

Buying.

4 months' sight L/C. 1/10 13/16
6 months' sight L/C. 1/10 15/16
30 days' sight San Francisco & New York 46 1/2
4 months' sight do. 46 1/2
30 days' sight Sydney and Melbourne 1/11 1/16
4 months' sight France 2/39
6 months' sight do. 2/40 1/2
4 months' sight Germany 1/96
Bar Silver 76 13/70
Bank of England rate 2 1/2 %

OPIMUM QUOTATIONS.

To-day's quotations are as follow:—
Malwa New @ 1,150
" Old @ 1,180
" Older @ 1,275
" Oldest @ 1,380
Patna New @ 1,137
Benares New @ 1,075
Persian (Paper) @ 780/910

Entertainment.

CITY HALL.

UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.Mr. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.

FOUR CONCERTS ONLY.

FRIDAY, 24th March,
MONDAY, 27th April, TUESDAY, 4th April,
AND
THURSDAY, 6th April.

Complete Change of Programme each Concert.

The Programmes include a unique collection
of
NATIONAL BALLADS
of
England, Ireland, Scotland and Wales,
ALSO
GLEES, MADRIGALS AND CATCHES.HUMOROUS MUSICAL SKETCHES,
BY
Mr. DUDLEY CAUSTON.MADAME MARIE HOOTON,
The Eminent English Contralto.Mr. EDWARD BRANSCOMBE,
The English Tenor.FOUR BOY SOLO SOPRANOS,
Leading London Cathedral Chorists.

Box Plan ROBINSON PIANO Co.

Prices \$3, 2 and 1. Concert 9-11 P.M.

Hongkong, 14th March, 1905. [361]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from C. A. TOMES, Esq., to sell by
PUBLIC AUCTION,
ON

MONDAY,

the 27th March, 1905, at 1.30 P.M., within his
residence, No. 2, Gough Hill, The Peak,THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
THEREIN CONTAINED.

Comprising:—

SILK TAPESTRY COVERED DRAW-
ING ROOM SUITE, TEAKWOOD OVER-
MANTELS with BEVELLED GLASS,
CANTON BLACKWOOD WARE, TEAK-
WOOD EXTENSION DINING TABLE
and CHAIRS, BRUSSELS and TIENTSIN
CARPETS and RUGS, SHANGHAI CUR-
TAINS, BRASS BEDSTEPS with WIRE
and HAIR MATTRESSES, PICTURES,
TEAKWOOD WARDROBES with BE-
VELLED GLASS, MARBLE-TOP BUREAU
with BEVELLED GLASS, MARBLE-TOP
WASHSTANDS, MARBLE BATH TUBS,
&c., &c., &c.

ALSO

One AMERICAN MARBLE REFRIG-
ERATOR;

AND

One COTTAGE PIANO, by M. F. Rachals
& Co., Hamburg, (in Good Order and Condi-
tion).

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st March, 1905. [377]

Intimations.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from \$200 upwards, and a
written guarantee for a test period of TWO
Years given for each instrument.A large consignment of records at the low
figure at \$1.80 each, 5% on wholesale orders.
The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [365]

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,
Central.Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe

in the Orient,

Hongkong, 17th December, 1904. [46]

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments;

Hongkong, 26th January, 1905. [48]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 22nd February, 1905. [31]

THE WINE GROWERS
SUPPLY CO.BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND

STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND

STOUT"

is the very Finest Stout brewed by Messrs. A.

Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND

STOUT"

is not medicated nor chemicalised.

"THE CELEBRATED PIG BRAND

STOUT"

Consumers wishing to drink perfectly pure

Stout of the very finest quality should

drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND

STOUT"

Pig Brand Stout is better bottled, better packed,

and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND

STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND

STOUT"

Pig Brand Stout is a food as well as a drink

Entimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.

D

PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises)

BRANDIES.

A selection from their Price List:

	per case quarts
Spider brand	\$ 19.00
Fine pale	20.50
M. B. & R.'s three Stars	35.00
1848	120.00
60 years old Grand	126.00
"Fine Champagne"	126.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 5th December, 1904.

NOTICE

All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any editorial matter, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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WEEKLY—\$18 per annum.

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On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 22, 1905.

THE EXTENT OF PROVOCATION.

Any other issue of the manslaughter case from the sailing ship *King George* than was reached at the Criminal Sessions yesterday, would have been mischievous. The Spanish sailor *Ermendes*, who killed a shipmate last Tuesday week, was sentenced to three years' imprisonment with hard labour. It was quite plain from the evidence adduced on behalf of the Crown that he struck at Olsen with his sheath knife in a moment of unendurable exasperation, and not with a deliberately murderous intention. The statements of the various witnesses showed that the young sailor, who has now gone to his final reckoning, was as bad a bully of the high seas as one can read of either in fiction or in the accounts of eighteenth century "discipline," while the accused seems to have been a man physically inferior who had hitherto borne a good character on the ship. At the magisterial inquiry the prisoner was committed on the capital charge, but his Lordship the Chief Justice pointed out to the jury yesterday that the crime charged by the Crown against the prisoner was the lesser one of manslaughter, and the reason why was that the deceased came by his death deliberately, yet the act was done under circumstances of great provocation arising from a blow, which the deceased had previously struck. It has been held, and it is the law, he said, that if a person upon receiving a blow replies by striking the man, and death results, that is manslaughter, if it can be properly considered that the blow was the result of the provocation previously received. Had the provocation been a pretext it would have been murder, but on the evidence in this case, manslaughter was the proper charge. It had further been held that no provocation could render homicide excusable, but it could reduce it to manslaughter; it might excuse a crime, and if the provocation was extremely grave the punishment might be practically nil. The lenient interpretation which he subsequently put upon the case when passing sentence will, while acting as a deterrent from the use of the knife, suggest the importance of naming ships as humanely as possible and of discharging bullets on the first indication of their brutal natures.

LOCAL AND GENERAL.

MAJOR A. A. Chichester will be absent from the Colony on leave from the 6th prox. to the 5th July.

THE death is announced at Penang at the age of 86, of the Rev. Mother Saint Anselme, Lady Superior of Penang Convent.

A 334-CARAT diamond has been discovered in the Premier Mine, at Johannesburg, near the spot where the recent great find was made.

TO-MORROW afternoon, on the Causeway Bay Ground, the Rover's Football Club will play the *Empress of China*. Kick-off at a quarter past five.

THE master of the *King Edward* launch was this morning fined \$7 for mooring his boat without exhibiting the regulation lights, between sunset and sunrise on the 20th inst.

THE Kansas House of Representatives passed the Senate Bill authorising the State petroleum refinery at Peru, Kansas, to be worked by convict labour, in opposition to the Standard Oil Company. The Governor announced that he would sign the bill.

MESSRS. P. S. King and Son have sent us an abridged edition of the report of the Tariff Commission dealing with the iron steel trades, the first of the British industries to come under the survey of the examiners into Mr. Chamberlain's fiscal proposals.

WILLIAM Ogle Bell-Irving, of Milkbank, Lockerbie, N.B. (English and Scotch estate, £9,493; property in India, £73,357, of which £62,372 is his share in the business of Jardine, Skinner, and Co., of Calcutta), left estate of the gross value of £82,760.

FOR broaching cargo on board the s.s. *Korea* in the harbour yesterday, and stealing a biscuit box full of ginseng, valued at \$50, a cargo coolie was this morning sentenced by Mr. F. A. Hazeland, at the Magistracy, to three months' hard labour, and three hours in the stocks.

THE Chinese imported for work in the mines now number 27,209, less 27, who have died. The total number of Chinese miners in the country on the 10th ult. was 27,82, fifteen having died since the 31st ult. The following steamers with coolies were then on their way to South Africa; *Cranley* 2,020; *Stallio*, 2,025; *Inkum*, 2,020; *Courfield*, 1,431. Totals 7,544.

"Poly, boys" in Hongkong will be interested to learn that Mr. George Frampton, R.A., is getting well forward with the monument which is to be placed near the Polytechnic in Regent-st., in memory of its founder, the late Mr. Quintin Hogg. The design is very appropriate, representing two lads of the class to which Mr. Hogg devoted himself so tirelessly, with the great warrior standing between them.

By special request, and owing to the indisposition of one of the members of the Company, the Dallas Bandman Co. last night repeated "The Girl from Kays", which made such a hit last week, and in which Miss Violet Frampton came so well to the front. There will be only four more performances during the company's present stay in this Colony. To-night "The Duchess of Danzig" will be staged, and will give place to-morrow to "A Country Girl", "The Cingalese" on Friday, and "The Orchid" on Saturday.

THE Rev. Eugene P. Dunlap, D.D., of the Presbyterian Mission, Siam, is calling on the public of Bangkok, says the local *Times*, to aid in a good work for the benefit of young men of all nations residing in Bangkok. It is proposed to erect a handsome building, in a central location in Bangkok, to contain library, reading room, lecture hall and social rooms, in which will be given lectures on religious, scientific and other subjects of general interest. The work is to be carried on after the manner of the Young Men's Christian Association work, under the direction of the Presbyterian Mission in Siam. Friends in the United States of America have pledged the buildings, which are to cost about ten thousand dollars, gold.

THE STANDARD OIL CO. AND THE SHELL TRANSPORT CO.

Writing from Vienna the correspondent of a financial contemporary says: The Roumanian oil production for 1905 appears to have been entirely English and Dutch concerns, which during the last year, distributed between, says the Vienna correspondent of the Financial News, the various German, French colonies have enormously increased their respective interests in the Roumanian petroleum industry. The German concerns intend to supply the German as well as the neighbouring markets with the Roumanian product, which is considerably cheaper than the American, Russian, or Galician oil. The intentions of the English, French, and Dutch are also known, but nothing has so far transpired as to the project of the Standard Oil Company. It is generally thought that the Standard will not attempt to bring the Roumanian naphtha on the European market, and will rather endeavour to obtain with that supply the supremacy in the Far East, where hitherto the Shell Transport Company and its Dutch allies have not been able to realise their perhaps too sanguine expectations.

The Standard Oil Company, indeed, continues to prove the most dangerous competitor to all European oil-traders. Even in Roumania, it is reported, the Standard is waging war with the national industry. The Roumanian State railways recently invited tenders for the supply of petroleum residues, to be used as fuel. The quantity required by the railways amounts to about 8,000 wagons, and, as may be easily understood, constitutes an important item for the Roumanian producers—all the more as the contract is being given for four years. These residues have usually fetched 36 lei per ton—a price which apparently compares unfavourably with that paid for Cardiff coal, i.e., 20 lei per ton. It must, however, be taken into consideration that the heating power of the petroleum residues is nearly 50 per cent. higher than that of coal. The Romano-American, which was founded in June last, under the auspices of the Standard Oil Company, has now asked the railway company to grant further delay for sending in tenders, because it would shortly be in a position to supply the residues at 23 lei per ton. In presence of this underselling policy, and in order to prevent the postponement, the Roumanian refinery has decided to lower their tenders from 36 lei to 28 lei.

As to the petroleum markets in the Far East, the Standard Oil Company, as well as the Shell Company, will now have to reckon with the competition which threatens them in consequence of the foundation at Kharoff of the Russian Saghalien Naphtha Company with a capital of 11,000,000. The articles of association of this new concern stipulate that the capital can be increased according to requirements. It has been formed with the object not only of supplying liquid fuel to the various fleets in the Pacific Ocean, which are experiencing great difficulty in obtaining English or Japanese coal, but also to establish agencies in every market in the Far East. The Island of Saghalien is reputed to be very wealthy in naphtha, and, if we are to believe Russian geologists and engineers, it contains more naphtha than all the American oilfields combined. The Russian Government is said to be greatly interested in the success of Saghalien Naphtha Company, which enjoys the privileges of a State monopoly for ten years.

JAPANESE SQUADRON.

TWO CRUISERS: A "CONVERT" AND A STORESHIP.

ADMIRAL DEWA IN COMMAND.

Not entirely unexpected was the arrival of a Japanese Squadron here, says the *Singapore Free Press* of 15th inst., although when the Japanese flag went up at Fort Canning at seven o'clock this morning it somewhat anticipated the expectations of even the well-informed.

The warships were sighted from Mt. Faber at seven o'clock and were promptly reported as four in number, two cruisers, a converted cruiser and a store-ship. The composition of the squadron is

"KASAGI" (FLAGSHIP) AND "CHITOSE"

"AMERIKA MARU" AND "YAWATA MARU"

The cruisers came in straight from the East and anchored about 4½ miles out, well beyond the harbour limits, the *Chitose* to the north, the *Kasagi* central, and the *Yawata Maru* to the southward. Well down on the horizon was the *Amerika Maru*, the converted *Toyō Kisen* boat, which has been here before. She apparently anchored ten or twelve miles out, possibly to form a link in a chain to whatever other ships may be outside. She came up to the anchorage of the other ships at eleven o'clock, and the four vessels formed a conspicuous and formidable little fleet to the east of the Harbour.

On the ships being signalled a telephone message was sent up to Government House. At the same time the Master Attendant's launch Dolphin went off with Boarding Officer Pestana to carry out the necessary legal warning about neutrality, and about leaving the Port within twenty-four hours. At the same time a launch was despatched with P.C. Mulcock and another officer to lay by in the vicinity of the squadron.

Just before 9 a.m., there came in to Johnston's Pier

THE "KASAGI'S" STEAM PINNACE with three naval officers on board. They were met by Mr. T. Tanaka, the Japanese Consul, Mr. Kamura, manager of the M.B.K., and Mr. Nakamura, his successor. After a brief colloquy one of the Japanese officers, a navigating lieutenant, went to the Master Attendant's office and having obtained permission from Government, checked his chronometers. The other two went to the Telegraph Office. All, of course, preserved a strict reticence, but the telegraphic news of

THE MUKDEN VICTORY which was news to the fleet, was received with great satisfaction both by them and on the ships.

Mr. Tanaka went back in the pinnace to the *Kasagi*. In the meantime the other Japanese gentlemen, and a representative of the *Singapore Free Press* went out in a launch to the flagship. These, and a representative of Messrs. Thompson Thomas and Co., naval contractors, were the only visitors to the men-of-war.

Coming up to the cruisers, their formidable appearance was most striking. The *Kasagi* and *Chitose*, it may be remembered, are American built ships, the former being built at San Francisco and the latter at Philadelphia, both completed about five years ago. They bristle with guns, each having two 8 in; ten 4½ in; twelve 12 in; and smaller guns. Handsome vessels they are, low in the water, with fine lines showing that their 22½ knots is not merely a nominal speed. Spick and span from end to end, the crew were carefully removing traces of bad weather from their sides, and all was busy activity and order.

The *Amerika Maru* is well known in the East, as she used to be on the Pacific run. The *Yawata Maru* is apparently a store-ship, but she has a big gun mounted forward and another aft. The squadron is undoubtedly PART OF TOGO'S FLEET

of which 12 vessels were sighted at 10 a.m. off the Harburg by Capt. Slaker of the Hong Wan. Their search-lights were going, and Capt. Slaker had to exercise all his navigating skill to get through.

Approaching the *Kasagi* a brief order to go round to seaward was received. The gangway was reached, but visitors were stopped by the sentinel at the head, until cards had been sent in. Then we were courteously invited to sit under the shade of the bridge, Japanese officers were gravely introduced and questions asked and answered. The vessels report

GOOD WEATHER DOWN except for five or six days ago, when heavy rain and a little rough weather was experienced. Some remarks were passed about feeling the heat, as they have come straight down from the cold Japanese waters. Nothing was to be said of future plans but keen interest was taken in the latest news from Manchuria and questions poured in about

ADMIRAL ROZHDIVITSKY'S FLEET. The Mukden victory was entirely news and copies of the *Singapore Free Press* were eagerly snapped up and scanned.

In the meantime Mr. Tanaka was busy with the Admiral, from whom presently came his Staff Captain, with the welcome news that would see our representative. If all about the ship was clean and orderly, the Admiral's saloon was particularly so. The Officers' saloon is flanked by a couple of quick-firers. The furniture was not large in amount, almost the only inflammable articles being a chair or two. Still, it was cheerful and bright, and when the electric fan was set going cool and pleasant.

Admiral Dewa is a middle-aged man, above the average height of Japanese. He speaks English well, received congratulations on the splendid victory at Mukden with pleased courtesy, expressed his thanks to the *Singapore Free Press* for its attitude towards our allies—as he put it, "The *Singapore Free Press* has an excellent reputation in Japan for its comments on the war, and its friendly attitude towards us"—and courteously introduced our representative to the Staff Captain. This officer is a bronzed keen looking sailor—all the officers and men looked as they should on active service, clear-eyed, bronzed, hard as nails, and bearing the confident consciousness of having seen danger and being ready to meet it again. The information available was naturally not great.

"Yes, the rest of the fleet is every bit as fit as these vessels. What are they? The *Kasagi*, *Chitose*, *Amerika Maru* and *Yawata Maru*. We have had good weather, but it is warm here."

"The news from Yokosuka." "Ah! I think it is good."

"No, we did not go to Hongkong, we cleared from Sasebo."

Then over a bottle of Tansan the position at Mukden was examined, and to a suggestion that glorious victory was due to the vessel we were on, in common with the rest of the fleet—"Ah! the command of the sea."

"We leave in four hours."

A cruiser with her coat of arms sleeves turned up—perhaps we should say, considering the sex, her skirts tucked up and arms akimbo is not altogether a pretty sight. The *Kasagi* is evidently an example of the gun-power theory. From her big fore and aft guns to her numerous secondary armaments all was ready. The

sponges and rammer over-head had no painful newness. The hoists showed where shell had passed over them, the long series of rolled flags on the bridge and the semaphore signalmen, all told their tale. Most significant was the bareness of the vessels and the three emergency six inch shell standing ready to the breach, while every sentinel carried his three cartridge boxes and his rifle and bayonet. Order, discipline and alertness were everywhere visible, and if a tenth of what we read be true about the state of *Rozhdievsky's* squadron—God help them when the *Kasagi* and her mates get to work.

CEMETERY BY-LAWS.

THE DEPTH OF GRAVES.

As stated in our columns last evening members of the "Sanitary Board" were considering at the meeting yesterday afternoon a suggestion made by the Hon. Mr. A. W. Brewin respecting an amendment of the Cemetery by-laws relating to burials. Following the reading of the minutes, the Hon. the Registrar General moved, and Mr. Lau Chu Pak seconded, that the by-law be altered to read that the depth of graves be reduced from seven feet to five feet.

Dr. Pearce explained, in reply to Mr. Lau Chu Pak, that his views on the subject of burial were somewhat different from the views which were current in the Colony. The Government brought the question forward two years ago and he then reported on the matter, some notes made at the time being as follows:—The object of earth burial of the dead is to promote speedy decomposition and disintegration in such a manner as to cause no danger to the living. This is best accomplished by burial in the upper layers of soil. The depth at which it is necessary to bury is conditioned by (1) the possibility of remains being detected by animals and dug up, (2) the necessity for the sufficiency of soil above the body to absorb evil smelling gases and to avoid accidental uncovering. These conditions will be met by having a uniform depth of two feet of soil above the coffin and by taking care to prevent storm water from washing away the soil over graves, and further by turning the graves promptly after burial. When organic matter is buried in the upper layers of the earth it is attacked by animal and vegetable organisms, the animal world being chiefly represented by the insects and the vegetable world by the bacteria. A body before it is buried has already begun to decompose through the agency of the bacteria it contains; when it is placed in the earth this decomposition is helped by the soil bacteria. It becomes the natural food of the living earth. Deep burial retards this process. In place of the speedy disintegration and decomposition there takes place a slow process of putrefaction with the elimination of more putrid gases than when the body is properly but less deeply buried. If a body be buried deeply enough to prevent dogs detecting it by their sense of smell, the question of contamination of the air by gases rising through the soil may be dismissed. Contamination of ground water is far more likely to occur as a consequence of deep burial than of shallow burial inasmuch as in the former case the filtering power of the lying earth—i.e. the upper layers—is dispensed with. With regard to the burial of bodies dead from infective diseases, while it is impossible to make a definite statement founded on scientific evidence to the effect that it is quite impossible for the air of a graveyard to contain organisms derived from the buried bodies, yet on the other hand there is absolutely no scientific foundation for such a belief. Specific organisms of disease may possibly be carried from the grave into water courses and this is far more possible with deep than with shallow burial. Speaking generally, the trend of modern opinion with regard to the persistence of specific disease organisms in the soil, is that the more they are brought into contact with naturally occurring saprophytic organisms of the soil, the more rapidly will they die out. This holds good for plague, typhoid and cholera. It is true that certain experiments have kept the typhoid bacillus alive in soil for long periods—e.g. over a year. It does not follow however that typhoid bacilli in a dead body can survive for any length of time in a properly made grave. Dr. Robertson in 1896 found by experiment that the bacillus typhosus quickly died out in the soil of grass covered graves. Dr. Sydney Martin, 1896-1901, found that in sterilised soils he could cultivate the bacillus and keep it alive for over a year. This kind of soil does not occur in nature. He also found that if the bacillus is added to natural unincubated soils it ceases to exist within 24 hours. If the bacillus be assumed to persist in a grave it is less dangerous when shallow than deep, as the deeper it is the more likelihood would there be of the ground water being contaminated. Anthrax spores have been stated to have been brought to the surface of graves by worms. This is, however, doubtful. Further, anthrax organisms are rapidly killed in a body which has not been opened. Tetanus bacilli have been recovered from soil. They require an atmosphere free from oxygen for their growth. Therefore the deeper they are buried the more chance is there of their persistence. I am of the opinion that the best regulations for burial would be as follows:—1. Storm water shall be provided for in cemeteries by properly constructed channels for draining it off the surface and preventing it swamping the cemetery. 2. Every grave shall be dug to a depth of 4 feet throughout. 3. After burial the earth dug from the grave shall be all put back over the coffin forming a mound over the grave. 4. Every grave shall be covered with turf immediately after the grave have been filled in.

The motion of the Registrar General having been put to the meeting and carried, the Hon. Mr. Brewin asked Dr. Pearce for his exact opinion on the motion, so that he could alter it in accordance with his proposals. Dr. Pearce replied that he understood the motion aimed at reducing the depth of graves to five feet. He took his own figure at four feet, basing his opinion upon the conclusion that all the earth taken out from the grave four feet deep would be put back on the top of the coffin, it being obvious that if they did this they would have as much earth over the coffin as the original depth of the grave before the coffin was put into it. And then, if they tured the mound firmly they would prevent the upper layers from being washed off. They would then have the body buried as near as possible to the surface to get quick decomposition without the danger of its becoming uncovered.

The Registrar General's motion was subsequently carried, the President (Dr. Clark) being the only dissentient.

NAVAL NOTES.

The British cruiser *Amphitrite* which left for home yesterday will be relieved by the *Diadem* now on her way to Hongkong.

THE PEAK SIGNAL STATION.

It is also understood that the Civil authorities are contemplating taking over the signal station at the Peak, definite intelligence concerning which is expected to be received at an early date.

WIRELESS TELEGRAPHY AT CAPE D'AGUILAR.

For some time past the Naval authorities here have been busily engaged in erecting a station for wireless telegraphy at Capa D'Aguilar, that being the nearest point at which communication can be kept up owing to the influence of minerals. It will be taken over shortly, every effort being made to get the work completed during the present week.

A delightful specimen of Hibernianism is to be found in this month's Navy List, which contains the following instructions:—"Officers of the late Royal Naval Artillery Volunteers must send in annually to the Secretary of the Admiralty a notification of their being alive."

The intended transformation of Gibraltar from a military garrison to a naval command, with an admiral as Governor, and the Royal Marine Artillery forming a permanent garrison, is causing excitement in military circles at the Rock. It is believed that the new scheme will soon be enforced. With the Atlantic fleet based there, the new dockyard at Gibraltar becomes the Empire's greatest naval command abroad.

SHIPPING TEISAM.

A CERTIFICATE SUSPENDED.

An inquiry was held to-day by Mr. Basil Taylor, assistant Harbour-Master, at the harbour office, into the circumstances connected with the charge of negligent navigation, preferred by Mr. C. Jones, First Boarding Officer, against *Hung Yung* Hong, master, of the unlicensed steam launch *Yuen Lee*. Mr. Jones stated that on the 20th inst., at about 4.30 p.m. he was proceeding from the *Empress of Japan* in the *Lilly* towards the Kowloon Wharf, when he saw the *Yuen Lee*, about 1,000 feet away, one point on his port bow, heading towards him. He blew a short blast on his whistle and altered his course slightly to starboard. The *Yuen Lee* responded with two short blasts and starboarded. Witness again blew one short blast on the whistle, and again ported. The *Yuen Lee* again blew two short blasts and again starboarded her helm. When witness realised that the *Yuen Lee* was going to cross his bows he put his helm hard astarboard and went full speed astern. That was when she was about four boat lengths from him. The *Yuen Lee* crossed witness's bows, only clearing his launch by about 20 feet.—The Coxswain of the *Yuen Lee* said when he saw the *Lilly* he blew two short blasts, meaning that he was going to cross her bows. He crossed her bows at between 40 and 50 feet off.—Mr. Taylor suspended his certificate for one month.

MASONIC QUADRILLE CLUB CONCERT.

The success which usually attends all the functions given under the auspices of the Masonic Quadrille Club, again marked the "smoker" which took place in the old Chamber of Commerce room last night. The room had been tastefully draped with flags, the Union Jack predominating, and forming the curtain and sides for platform. Mr. Harry Wolfe, President of the Club, occupied the chair and was supported by Mr. W. Higby, Hon. Secretary. A very good programme had been arranged, which if apparently lengthy on paper was so in order to prepare for possible and even probable disappointments, weather and distances having to be reckoned with. Messrs. Jenkins and Roberts opened the entertainment, with a march arranged for piano and violin, and these gentlemen afterwards took it in turns to act as accompanists during the evening, and later Mr. Jenkins gave a very fine piccolo solo. Quite the best amateur talent in the Colony had been secured, and did excellent work in the comic and sentimental line, but the entire absence of the name of Mr. Wolf from the programme was much regretted. The members taking part were all so good that we will not make any invidious distinctions, as the following amateur entrepreneurs are too well known to need any individual mention. They were Messrs. Jenkins and Roberts, Bowen, Laing, Thwaites, Burnett, Dadecock, McGrand, Evans, Rogers, Bailey, Harris, Winekeiser, "The two B's," and Master Willie Hant. The theatre in the adjoining building had long closed its doors before this enjoyable function was brought to a close, and consequently the absence of chairs and rickshaws proved somewhat inconvenient to the "long distances."

SHIPPING AND MAILS.

MAILS DUE.

English (*Simla*) 24th inst, 6 a.m.
American (*Coptic*) 26th inst.
Indian (*Gregory Apar*) 27th inst.
German (*Prins Regent Luitpold*) 28th inst.
Canadian (*Tartar*) 29th inst.
German (*Prins Bittl Friedrich*) 29th inst.
Canadian (*Empress of India*) 10th prox.
The Barber Line s.s. *Sugami* sailed from Manila on 21st inst.
The Boston S. S. Co.'s s.s. *Trenont* arrived at Yokohama on 22nd inst.
The C. P. & R. Co.'s s.s. *Empress of India* left Vancouver on 20th inst., for Hongkong via the usual Ports of Call.
The Imperial German Mail s.s. *Prinzess Alice*, which left here on 16th inst., arrived at Singapore on 20th inst., at 3 p.m.
The Apar Co.'s s.s. *Gregory Apar* from Calcutta left Singapore for this port this morning, and may be expected here on 27th inst.
The C. P. & R. Co.'s s.s. *Albatross* arrived at Kragasaki at 2 p.m., on 21st inst., and left again at 6 a.m., Wednesday, for Kobe where she is due to arrive at 2 p.m., on 23rd inst.

TELEGRAMS.

[Reuter's.]

Japanese in Texas.

London, 20th March.

The *Telegraph's* correspondent at Dallas, Texas, wires that the Federal Immigration Bureau has declared the issue of naturalization papers to ten Japanese "illegal," on the ground that Japanese are not eligible for citizenship.

The China Station.

Later.

Rear-Admiral William Des Vaux Hamilton succeeds Rear-Admiral The Hon. Asheton Curzon-Howe, C.V.O., as Second-in-Command on the China Station.

[Rear-Admiral Hamilton, who has been captain of the Portsmouth Depot and Fleet Reserve since January, 1903, is Naval Aide-de-camp to the King. He was born on the 17th September, 1832, and at the age of forty married Anna Marion, daughter of the late Lieut.-Col. James Hatherell, of Radford House, Leamington. He entered the navy in 1856, and was promoted to a captaincy in 1889. He saw active service in East Africa, the Zulu War, and later, throughout the bombardment of Alexandria and the Egyptian war of 1882. From 1892 to 1895 he was flag-captain of the North American Station, and on his return home was appointed to the command of H.M.S. *Grafton*, which he subsequently left for the *Huske*. In December of 1895 he hoisted his flag on the battleship *Ramillies* and during the three years following held the position of chief of the staff of the Mediterranean Station.]

Morocco.

The announcement that the Kaiser will shortly visit Tangier is causing a sensation, coming on top of the reports that the French Mission to Fez has completely failed. It is believed at Tangier that the Sultan has appealed to Germany against French pretensions, hence the Kaiser's visit.

THE GARRISON THEATRE.

A SUCCESSFUL INSTITUTION.

What might well be described as the Garrison Theatre, but which is more generally known as the Royal Engineer's Theatre, at Wellington Barracks, has been packed during the past two nights on the occasion of two out of three entertainments to conclude another of the series of concerts arranged by the R. E. Variety Club. This purely military institution has been in existence for a number of years, and under the able management of its different members is rapidly coming to the front. Originally formed with the intention of catering for the amusement of the troops in Garrison it has, of recent years, been endeavouring to provide entertainment for the wives and families of the soldiers. So successful have the efforts of the members been in this respect that they can now afford to cater for only a limited number of their civilian friends who are charged but a nominal fee for admittance. Some capital programmes have been presented from time to time and it speaks well for those responsible for the arrangements to find that really good talent has frequently been obtained. In this connection the wives of the members are well to the fore, and deserve great praise for their endeavours to amuse the public generally, and the troops in particular. None but members are allowed to take part in the entertainments and it is really surprising to find what talent lies latent amongst the military of Hongkong. The audience present at the performances of Monday had ample demonstration of this, and when last evening Major General Villiers Hatton, the C. R. E. and other officers of the garrison attended, the Staff Officers seemed well pleased with the entertainment. Mrs. A. R. Fullerton kindly assisted with the programme which was carried through without a hitch from beginning to end. The performance this evening, at 8.30, will terminate the series of concerts, and those who have not already visited the little theatre can be well advised to make a journey to Wellington Barracks and see for themselves what the members of the R. E. Variety Club are capable of doing.

A LUCKY STOWAWAY.

The man Menion Hyon, who was charged last Wednesday with having stowed himself on board the s.s. *Suikang*, at Singapore and so obtaining a passage thence to this port and who claimed to have friends and relatives in this Colony, was again before Mr. Hazell at the Magistracy this morning. It transpired that none of his friends could be discovered, and as the agent of the steamer which brought him here expressed their willingness to send the man back to Singapore, the man was warned that if he did not return he would be punished here for having stowed away on board the ship. He replied that he only "wanted to cut his head off," and did not appear to understand any more English than those words. He was spoken to in French, Spanish, Bengalee and Hindustani, but to all he replied "I speak poco (Spanish for a 'little') Israelite." The man was accordingly told to stand down while a Hebrew interpreter was sought, and after a while Mr. D. H. Silas appeared and interpreted for the very curious specimen of humanity who had spent the interval crying and sobbing like a very hysterical school-girl. His Worship eventually had to send an usher to warn the man that he would be charged with disturbing the Court if he continued his racket, and then he beat his hands on his mouth and said "Israel, Israel." Finally he was told by His Worship that he must either go back to Singapore or be severely punished here, and subsequently deported. He meekly stated his willingness to go back to whence he came, and was accordingly remanded to police custody until the *Suikang* sailed, which she will probably do to-morrow, when he will be placed on board.

LECTURE ON TEA.

At the City Hall this afternoon Mr. J. T. Cotton, of the Sanitary Department, delivered a lecture at the City Hall under the auspices of the Hongkong Odd Volumes Society, on "Tea." Dr. F. W. Clark presided over a small gathering.

The lecturer, who is well qualified to speak on the subject, having for many years been connected with the tea industry in Upper India, said:—Considering the enormous and yearly increasing consumption of tea, not only in England and the English speaking communities, but also in nearly the whole of the civilized globe, it is somewhat curious to observe that, as compared with many other articles of commerce held in high esteem, its introduction is but as a thing of yesterday, whilst even in its native country history gives it a far less ancient pedigree than can be indisputably ascribed all the world over to its more captivating—if more dangerous rival—Wine. Notwithstanding the importance which the cultivation of tea had now obtained, many generations passed before it became an article of commerce.

I will now give to you a description of the plant and the method of its cultivation and manufacture.

The tea plant is a hardy evergreen shrub, from three to six feet in height, in appearance much resembling a camellia tree; the bark rough, dark and gray; the stem husky with numerous branches and very leafy; the blossom white with yellow anthers much resembling a dog rose, and extremely fragrant.

It grows in the open air in every climate between the equator and the latitude of 45 degrees north, but thrives best in cooler parts of the tropical zone, and the part of China which supplies the greater part exported to Europe lies between the 25th and 35th degrees, the very best districts being between the 27th and 31st. Among the many remarkable points connected with tea not the least curious is, that learned men were, until within the present generation, unable to settle what distinctions, if any, existed in the plant.

The consumer, indeed, who did not trouble himself at all with scientific definitions, and saw a marked difference in appearance and taste between Black Tea and Green Tea, was perfectly willing to believe as he was first told, that these were the produce of two distinct species; but people who were familiar with China, and observant botanists had long been of opinion that Linnaeus had been too hasty in his classification of the plant. It is, indeed, recognized that the very correctly placed Tea in the same natural order as the camellias, now so well known in all greenhouses, which it is very closely resembles. And there was always a question as to the propriety of his dividing it (in 1762) specifically into *Thea Bohea* and *Thea Viridis*, a doubt which is qualified by still existing alterations in his own handwriting, which show that he never satisfied himself in this respect.

Notwithstanding these doubts, however, botanists were unwilling to disturb the classification of their great master, although from time to time discussion arose on the subject (into which it would be beyond the limits of my present lecture to enter) but resulting in the general admission that, although the *Thea Bohea*, previously known as the Black Tea plant and the *Thea Viridis*, known as the Green Tea plant, were usually to be found, one in the South, the other in the North of China, yet it was quite possible that the qualities of the leaves were affected principally by difference of soil and culture so that a plant which in the southern provinces produced leaves from which I lack tea might be prepared, would when transferred to the north, from the difference of heat, light, soil and culture, produce leaves from which green tea could be produced. It was reserved for Fortune, who added to his previous training as a scientific man, the experience of many years' travel in China, to prove indisputably not only that whatever difference existed the plant was one merely of variety, and not of species, that is to say, taking a familiar example not the distinction between quince and the apple, but between the golden pippin and the nonpareil; but also that either variety could be indifferently manufactured into black or green tea.

On the other hand, those black and green teas, which are manufactured in considerable quantities in the vicinity of Canton, are obtained from the *Thea Bohea*, or black tea. The tea shrub, although grown in almost every soil and aspect, succeeds most in hilly sites of moderate elevation, where it is best able to benefit by the fertility of soil, heat, etc. The plant is generally raised from the seeds which are kept in October, dried in the sun, and kept mixed up with sand and earth, during the winter. In the spring the seed is sown broadcast, and is allowed to grow for a year, when the seedlings by this time nine to twelve inches high, are transplanted in rows at a distance of two to three feet. The damp moist weather at the time of the monsoon in April and May enables the young shrubs to establish themselves. In the course of the first year the main shoot is cropped to reduce the height to about three feet and cause the plant to grow bushy. After this little is done but the necessary weeding of the ground, and an occasional stirring of the earth, until the time for cropping, which is generally in the fourth or fifth year, according to the strength or weakness of the shrub. The picking of tea commences, all over China, in April. The second crop is gathered about the middle of June, and in October the fourth or last crop is plucked. On account of the autumn rains, this is frequently better than either the second or third crops. Each class is gathered by different men: first, the top leaf, and finally the fourth and fifth leaves, which form the middle leaf tea; the coarse leaf is the refuse of these two classes. It is the duty also of the gatherers of the middle leaf tea, as they are the last gatherers, to search for and gather any other delicate leaves which may have been overlooked by the previous gatherers. The mode of gathering is by turning the thumb downwards, and nipping off the young green succulent shoot with the nail and fore-finger. The gatherers carry a small basket in front of them, fastened round the body; thus they are enabled to gather the leaves with both hands, and throw them quickly into the basket. After the fourth gathering, the shrub will again exhibit an abundant display of foliage, but these leaves must be left to restore the exhausted energy of the plant. The leaves that are earliest gathered are of the most delicate colour and most aromatic flavour, with the least portion of either fibre or bitterness. Leaves of the second gathering are of a dull green colour, and have less valuable qualities than the former, while those which are last collected are of dark green, and possess an inferior value. The quality is further influenced by the age of the wood on which the leaves are borne, and by the degree of exposure to which they have been accustomed; leaves from young wood and most exposed being always the best. After the last gathering no further labour is expended in the south than is necessary to keep the plant free from weeds, and the hoeing

by which this is accomplished stirs up the ground round its roots, though in some cases if the soil appear exhausted, earth previously exposed to the sun, or even burnt, is applied. In the North manure is regularly used, and straw spread about the roots in the severity of winter. The periods and manner of gathering the leaves are the same in all parts of China, but the subsequent process required for the preparation of tea as an article of commerce differs somewhat, according to the place of growth and the various descriptions of the plants. The operations required, though of course demanding considerable practical experience are very simple in their character, and the grand object being to expel the moisture and at the same time to retain as much as possible of the aromatic or other desirable secretions of the herb. In Black Tea I will describe the process adopted for congee, by far the most important kind exported. The first step is to expose the freshly picked leaves to the air on large bamboo mats or trays from twelve to twenty four hours, which period varies in accordance with the quality of the leaves, and the state of the atmosphere at the time of gathering; for teas gathered from the finest shrubs and in bright weather, a short exposure to the shade and air is enough to soften them sufficiently; whilst leaves of all harsh or fibrous are picked in rainy or cloudy weather, require a much longer exposure in a hot sun. In this state they are sifted to rid them of any sand or dirt which may adhere, and then gathered up by the workman with both hands, thrown into the air, and shaken and tossed about for a considerable time until they become soft, when they are thrown into heaps, where they remain for an hour or two, at the end of which period they become slightly spotted or tinged with red and emit a fragrant smell. The next process at once commences by the workman taking up as many leaves as he can grasp in his hands, and pressing them into the form of a ball, which is rolled upon a rattan worked table, the object being to get rid of a portion of the sap, and at the same time to give the requisite twist. This done they are thrown for five minutes into a shallow iron pan heated by a brisk wood fire to a very high temperature, care being taken to stir the leaves continually to prevent burning, which would impart a smoky flavour; then again rolled and spread for three hours on trays to dry in the open air, when the labourer goes in rotation through the trays, turning the leaves and separating them from each other. The double process of roasting and rolling is then repeated, and unless it is desired to complete the manufacture at once, the leaves, by this time half dried, are put aside in baskets or bags. The final stage is that of the drying called "Poei" which is conducted as follows: the pans containing charcoal are firmly built in with clay on the floor, the charcoal is heated to a red heat and then covered with ashes. A tubular basket, opened at both ends, and shaped like an hour glass, the contraction in the centre, however, being very slight, is now placed over each piece of charcoal, on the contracted centre a wicker bamboo tray with tea leaves allowed to the charcoal fumes to ascend freely. Five to ten minutes are sufficient for each drying. The tea having been sufficiently dried, the last drying is now gone through. The leaves are placed on the trays to a depth of four to six inches, and dried over the charcoal pans until sufficiently cured. The workman occasionally takes the baskets off the fire to stir the tea and having shaken, any dust from them, replaces them.

Souchong is prepared in very much the same way as congee, but less of the sap is squeezed out, and the tea is not dried so much over the charcoal pans. When the leaves appear sufficiently dry, which is ascertained by their crispness, they are taken from the pans and sifted by means of a large circular bamboo tray, into several qualities, namely dust, what is called in the trade fanning (being the very small light flat leaves)—those which have not taken much of the twist, called broken leaf—and the whole, close twisted, and therefore heavy, leaf of common middle and fine congee.

The manipulation of Green Tea, though equally careful, is less elaborate, as the manufacture does not necessitate so many alterations of natural and artificial drying as are requisite for the dark colour and distinct glistening flavour of the Black Tea. The essential variation is in the rapidity of the process, and the different means adopted for the final application of heat. The fresh leaves are at once taken with any preliminary exposure to the air and are placed in a vessel called by our early English writers a "latch" of cast iron (not copper as was commonly supposed) much deeper and of different form to that used for the Black Tea; this is heated almost red hot by a very fierce fire, and has an immediate effect on the leaves, which at once begin to make a cracking sound, become quite moist and a fluid, and give out a considerable portion of vapour, and in five minutes a sufficiently prepared to be removed for the rolling effected in the same way as manner as I described for the Black Tea, though sometimes in the inferior descriptions done by the feet instead of the hands of the workmen. They are then a second time carried to the pan when the heat is considerably diminished and a slow but steady fire kept up to which they are exposed for about 10 hours. In this operation great attention is paid to ensure an equal temperature, the rounders constantly keeping the leaves in a rapid motion, whilst a boy stand by to fan them. This is generally the last essential operation, though it occasionally happens that a third rolling and roasting are necessary to fix the colour and bring out the dullish olive tint which shows that there is no longer any danger of the tea being, so influenced by the atmosphere as to become black. The most particular part of the operation is now done, and the tea may be put aside without fear of deterioration (it is required for the market; in fact, it is generally sold by the peasants in this state, but the Chinese separate it into the sorts which require, and refine it according to quality. The coarse kinds once, the finer sorts, found from the young leaf which are more loosely than the older, three or four times. During the time that has elapsed since the completion of the principal process the colour comes out more fully and assumes the black tint resembling the bloom on fruit, which distinguishes this class of tea and renders its appearance so agreeable.

I have thus shown in this brief account that the difference of Green Tea from Black arises neither from a variety of plant, nor from preparation in copper vessels or artificial colouring, but from the mode of handling adopted by which various chemical changes are produced. It may be epitomised as follows:—

BLACK TEAS.

- (a) They lie for some time spread out in the factory after gathering.
- (b) They are tossed about until they become soft, and this before roasting.
- (c) After being roasted for five minutes and rolled, they are exposed to the air for some hours.
- (d) They are dried slowly over charcoal fires in sieves.

GREEN TEAS.

- (a) The leaves are roasted in an iron vessel almost as soon as gathered.
- (b) They are dried off quickly after the rolling process.

THE ACTION AGAINST A SHIP-PING COMPANY.

The action brought by the Yee Wo Cheong firm against the Eastern and Australian Steamship Company, Limited, to recover \$1,000 damages for short delivery of sandal wood, by their steamship *Empire*, was continued at the Civil Summary Court to-day, before the Puisne Judge (Mr. T. Sercombe Smith).

Further evidence for the plaintiff having been called as to the shortage,

For the defence it was contended that the steamship company had delivered all the wood entrusted to them for shipment, namely 3,074 pieces. Plaintiffs alleged that 3,195 pieces were put on board at Timor.

The further hearing was adjourned.

THE LATE SIR ROBERT JARDINE.

Sir Robert Jardine, whose death is announced at the advanced age of eighty, was not only a territorial magnate in the Lowlands, and a politician, his career in Parliament earning him a baronetcy, but was also a merchant prince, being the head of the great London firm of Matheson & Co., and founder and godfather of the corresponding Calcutta and Hongkong firms of Jardine Skinner & Co., and Jardine Matheson & Co. He was a good all round sportsman and in his day owned a number of racehorses which were for years in charge of Fred Bates at Tuppill, Middleham. Though he did not achieve classic honours, a Calcutta sporting journal says that Sir Robert had a very fair measure of success in the chief English handicaps, some of which fell to his share more than once. In 1889 he won the Lincolnshire Handicap with Wiseman, while he took the Manchester Cup in 1885, with Borneo, and in 1886 with Riversdale, and divided the spoils with Mr. Buchanan in 1891; when that owner's Shaoroha dead-headed with Sir Robert's Red Ensign. For the Ascot Stakes he had a special predilection and won it no less than seven times, viz., with Teviot, dale in 1885 and 1887—on the latter occasion Lord Bradford's Retreat came in first but was disqualified for cannoning—in 1883 with Ishmael, in 1884 with Greenbank, in 1889 and 1890 with Lord Lorne and in 1893 with Enniskillen. The Royal Hunt Cup, in 1881, he took with Acrotic, and the Northumberland Plate, in 1887, by the instrumentality of Bonnie Doon. With Llanthony, who captured the Northumberland Plate of 1895, he scored his last important win; his earliest being in 1877 when Hilarious carried off the Cusarewich. The Jardine colours "Dark Blue, Silver Braid" are not quite unknown in Calcutta.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Cash business has been done to-day in Indos at \$124, China Sugars \$135, Farnhams \$144, Kowloon Wharves \$107, and Luz at \$26. The closing quotations are:—Hongkong Banks \$750, Indos \$124, China Sugars \$135, Farnhams \$144, and Cements \$291, all with buyers. Hongkong Docks are weaker with sellers at \$206.

RAIL.

The General Manager's Report for the month ending 25th Feb, 1905, is as follows:—The mine measurements and assay results of prospecting work show a total of 214 ft. for the period (4 weeks) under review, made up of 35 ft. sinking, 58 ft. driving, 113 ft. crosscutting, and 18 ft. finishing station at No. 5, as against a total of 315 ft. for the previous four weeks.

MINES.

Bukit Koman. 442 Level, North Drive.—This has been driven 22 ft. bringing the total to 30 ft. The lode is 27 in. wide and worth 4 dw. per ton. It is a little disturbed in the end at present, but shows a strong formation in the footwall.

440 Level, South Drive.—There 7 ft. has been advanced, making a total of 19 ft. The lode is 29 in. wide and worth 4 dw. per ton.

340 Level, South Drive.—We have extended this 4 ft. bringing the total to 335 ft. The end continues hard and carries a lode 48 in. wide worth 4 dw. per ton.

340 Level South, No. 1 Inze.—This, having been sunk a further 12 ft., now aggregates 78 ft. It is being pushed on to connect with the 440 level for ventilating purposes.

340 Level, North Drive.—To this has been added 4 ft., making the total 372 ft. The lode exposed in the breast is 6 in. wide and worth 4 dw. The main portion is being stoped out behind the drive and is about 7 ft. wide and worth 3 dw. per ton.

310 Level North, No. 1 Winze.—Here 17 ft. has been sunk, making a total depth of 54 ft. The lode, over the full width of the winze (48 in.) is worth 4 dw. The main portion is being cut into to ascertain its full value.

140 Level North, Drive North on Branch.—This has been driven 4 ft., bringing the total to 3 ft. and connecting with the old workings from the north end. The lode is 78 in. wide and worth 4 dw. per ton.

140 Level North, Drive South on Branch.—An advance of 5 ft. makes this total 66 ft. The lode is 76 in. wide and worth 8 dw. per ton.

140 Level North, Sinking Pass.—A small winze is being put down about 10 ft. north of the shaft to take out a small bunch of stone and to finish a permanent travelling pass; 6 ft. has been sunk.

140 Level South, Extension of main cross-cut East from the South Shaft.—This was commenced about the middle of the month and is now 236 ft. from the shaft, 21 ft. being covered. The object of this work is to test the East Lode at this depth, which is about 100 ft. lower than any work before done on it. The ground is at present easy working, and affords useful waste for slope filling, and so economising in other directions. It is estimated that about 150 to 200 ft. will have to be traversed.

Cross-cutting for Slope filling.—92 ft. of this work has been done.

Stope 111. Milling stone has been won from the following:—

Above the 340 Level: 2 stopes; lode 114 in. wide and worth 3 dw. per ton.

Above the 240 Level: 4 stopes; lode 91 in. wide, and worth 6 dw. per ton.

Above the Intermediate (200 ft.) Level: 1 stopes; lode 90 in. wide, worth 3 dw. per ton.

Above the 140 Level: 1 stopes; lode 93 in. wide and worth 5 dw. per ton.

Stope Mine.—On the 30th January the cross-cut west struck a strong stream of water which overpowered the pump and filled the shaft in two hours. The water was probably lodging in the old workings on the lode. The second electric pump was then brought into use, and after continuous pumping up in this date, the shaft is again dry. Cross-cutting is again being vigorously pushed on. One of our small boilers has been fixed and a pumpometer pump has been placed in the shaft in case of emergency.

Bukit Malacca.—On the 1st of the month this mine was taken over from the Malaysian Co. All work was then idle, except pumping at the No. 1 and No. 2 shafts. Efforts were at once made to restart the Huntington mills, but this meant connecting up this Coy. some time ago the old boiler having been condemned by the Inspector, and the permit for its temporary use having expired. A thorough overhaul of the machinery showed that the mills were almost in an unworkable condition, and until various repairs arrive nothing like continuous work can be done with either of them.

In the mine all payable stone has been removed from above the No. 1 Level, and work has evidently been concentrated on the continuation of the small shoot of ore in the No. 2 Level, which is about 54 ft. below the No. 1 Level, and standing between the Nos 1 and 2 shafts. It is estimated that about 200 tons of stone is left ready for stoping, and that this will have a value of about 6 dw. per ton.

Driving has been started on the north end of this level on a lode 60 in. wide, and worth 5 dw. per ton. It is expected in a few feet to reach the north limit of the ore shoot; driving will then be started on the south. The stone broken is being stored in the mine, pending the extension of the railway from Mt. Jellies—now in course of construction—when it will be taken to Mt. Koman mill.

The Huntington mills have been supplied with surface ore, for which they are best suited, and it is intended to use them on this class of ore only. A new supply of water for the mills demands immediate consideration, as the source from which the mills have hitherto been supplied is an old shaft about 12 ft. from the bottom and 30 ft. from the mill and engine. This shaft is almost in a dangerous condition, and its collapse would involve the destruction of the whole plant. It can only be secured from collapse by filling it up.

Prospecting work—for which there is ample room and good opportunity while the mills are practically idle—is being carried on all over the property, giving encouraging results in some cases.

No 1 mill ran 18 days.
No 2 mill ran 13 days crushing 1,020 tons for a return of 105 oz. bullion having a fineness of 812.

Separate Milling Return and Cost Sheets accompany this.

Bukit Koman Milling Return for 4 weeks ending February 25, 1905:—

Stamps working—40.
Period of work—28 days, less lost time 28 hrs. (1.17 days), all due to clean ups and repairs.

Ore milled—3,817 tons, all from Bukit Koman, plus 18 tons old blanketing.
Mill duty—358 tons per stamp per 24 hours.
Amalgam yield—1,590 oz. giving 595.925 t. z. melted bullion—17.48%.

Bullion yield—3,108 dw. per ton—79.13% contents.
Mercury loss—3.13 lb. per 100 tons milled—4.54 oz. per oz. bullion.

Tailings assays—0.82 dw. —20.87% contents.
Bullion fineness average—913.27/695.
Koman Cost Sheet for 4 weeks ending Feb. 25.

Salaries	Development	1,000.00	\$3,999.91
Wages	Ore Raising	1,275.11	4,275.11
	Surface	1,754.70	5,929.81
	Timber, fuel and charcoal	269.07	6,198.88
	Stores	2,436.15	8,635.03
	Royalty	585.00	9,220.03
	Petty	106.68	9,326.71
			\$17,544.73

Cost per ton \$4.525 = 2.46 dw. per ton.
Estimated value of output: \$3,236.

Plant and machinery (Cyanide):—
do (Serpent):—
do (Koman Hoist):—
Bulldozing:—
Mine Development:—
Furniture:—
New Main Shaft:—
Bt. Malacca Cost Sheet, Feb. 1—Feb. 25.

Salaries:—
Development:—
Ore Raising:—
Surface:—

Timber, fuel and charcoal:—
Stores:—
Royalty:—
Petty:—

Estimated value of output:—
Ore Raising:—
Surface:—

W. H. MARTIN,
General Manager.

HEMP.

In their bi-weekly circular of 15th inst., Messrs. Warner, Barnes and Co., writing from Manila, state:—

Business has been active over the fortnight at from 1 C. 20.50 to 1 C. 21 basis fair current. At the close, owing to rather larger receipts and consequently more hemp offering, buyers are doing their best to make some reduction in values paid, and we quote to-day a rather quieter market at P.C. 20.50 basis fair current, or say at exchange 2/0 = £39/- f.o.b. Prices generally in the provinces are ruling in excess of values quoted in Manila. Dealers there generally believing that an advance will come. The drought continues in nearly all the hemp districts, and as we are now entering on what is generally speaking the driest season of the year it looks as if the damage done may be intensified, and that it will affect production later.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 22nd at 12.5 p.m. The barometer has risen over S. China and the greater part of Japan. Pressure is high in N. Japan, also probably over N. China.

Gradients are moderate and fresh monsoon will probably prevail over the Formosa Channel and northern shores of the China Sea. Forecast:—moderate N.E. winds; overcast, some rain.
Returns from N. China are lacking.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

RESUME this day Charge of this Agency.

G. DE CHAMPEAUX,

Agent.

Hongkong, 22nd March, 1905. [395]

GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the notice of 20th December, 1902, and subsequent notices, Senders of Telegrams are hereby advised that, from 1st APRIL next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at 40.42 at which rate the Charge for all Telegrams will be collected from the said date.

The following rates will consequently come into force:—

To Europe \$2.30
" North America via Europe 3.75
" California, Washington State 3.75
" District of Columbia, New York State, Pennsylvania 3.55
" Illinois 3.60
" New York City, Ontario, Quebec, Massachusetts 3.50

" Russia in Europe 0.85
" " Asia 0.65
" Japan 1.00
" Amoy 0.20
" Shanghai 0.45

New Complete List will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN,
Superintendent.

Hongkong, 22nd March, 1905. [394]

THEATRE ROYAL, CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

LAST 4 NIGHTS! LAST 4 NIGHTS!

TO-NIGHT! TO-NIGHT!

(WEDNESDAY), 22nd March,

"THE DUCHESS OF DANTZIG."

TO-MORROW (THURSDAY), 23rd March,

"A COUNTRY GIRL."

FRIDAY, 24th March,

"THE CINGALEE."

SATURDAY, 25th March,

"THE ORCHID."

Doors open 8.30 P.M.

Commence 9.00 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO CO., LD.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW".....	22nd March.
GLASGOW and LIVERPOOL	"AGAMEMNON".....	28th March.
GLASGOW and LIVERPOOL	"JASON".....	1st April.
GLASGOW and LIVERPOOL	"DARDANUS".....	8th April.
GLASGOW and LIVERPOOL	"CHINGWU".....	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS".....	22nd April.
GLASGOW and LIVERPOOL	"DIOMED".....	29th April.
GLASGOW and LIVERPOOL	"CALCHAS".....	6th May.
GLASGOW and LIVERPOOL	"DEUCALION".....	13th May.

S.S. "Kaisow" left Singapore at 5 p.m. on the 17th inst., and may be expected to arrive here about the 22nd.

HOMWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES".....	28th March.
AMSTERDAM, LONDON & ANTWERP	"ALCIBIADES".....	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCIBIADES".....	11th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON".....	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON".....	9th May.
* GENOA, MARSEILLES & L'POOL	"DARDANUS".....	23rd May.
AMSTERDAM, LONDON & ANTWERP	"PINGSUET".....	30th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS".....	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE.....	"CHINGIU".....	23rd March.
MANILA.....	"TAMIN".....	28th "
SHANGHAI.....	"NINGPO".....	28th "
CHEFOO and TIENSIN.....	"KANSU".....	28th "
CEBU and ILOILO.....	"SUNGKIANG".....	28th "
MANILA, PORT DARWIN, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU".....	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI.....	2540	A. H. Noley...	MANILA via AMOY	FRIDAY, 24th March, at 4 P.M.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 1st April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"NICOMEDIA".....	4,370	Wagner.....	March 31st, 1905.
"NUMANTIA".....	4,370	Brehmer.....	April 20th, "
"ARABIA".....	4,483	Bahl.....	May 11th, "
"ARAGONIA".....	5,198	Schuldt.....	May 30th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VUEX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

[66]

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES:
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
Tons Captain"KWONG CHOW".....1,309...J. P. MARTIN.
"KWONG TUNG".....1,238...H. W. WALKER.Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5:30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey...\$4
Meals.....\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8:30 A.M. Departs from Macao on Week
Days at 1:30 P.M. and on Sundays at 6:30 P.M.
FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Stewards, 10 cents.TIFFIN and DINNER can be supplied
either on board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904. [14]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SAINT FILLANS".....24th March, 1905.

"LOWTHER CASTLE".....18th April, "

For Freight and further information, apply

DODWELL & Co., LIMITED,

Agents.

Hongkong, 16th March, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE"

will be despatched for the above Ports, on
MONDAY, the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 14th March, 1905. [168]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIA"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 8th April,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 17th March, 1905. [159]

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain F. Wheeler, will be despatched as
above, TO-MORROW, the 23rd inst., at 3 P.M.,
instead of as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd March, 1905. [170]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA:

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 24th instant, at 4 P.M.This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th March, 1905. [139]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as
above, on TUESDAY, the 28th instant, at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st March, 1905. [139]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

C. H. Birch, Commander, will be de-patched for
the above Ports, on or about SATURDAY, the
25th instant.This Steamer has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th March, 1905. [194]

Consignees.

S.S. "TOKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex.s.s.
Douro and Sinai, and from Havre, ex.s.s.
Douro, in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 27th March, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 27th March, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 27th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 20th March, 1905. [17]

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Madsen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th March, 1905. [138]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., the 22nd instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th March, 1905. [139]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENVENUE"

FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 27th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
April, or they will not be recognised.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 27th instant, at 11 A.M.No Fire Insurance has been effected by
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th March, 1905. [139]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 16th March, 1905. [2]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th March, 1905. [2]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

Shipping.

Arrivals.

Machew, Ger. s.s., 1,089, Haries, 21st Mar.,
Bangkok 15th Mar., Rice and Teakwood.
—M. & Co.
Petchaburi, Ger. s.s., 1,375, G. Hillmann, 21st
Mar., Bangkok 14th Mar., Rice and
Wood.—B. & S.
Kansu, Br. s.s., 1,152, Baddeley, 21st Mar.,
Tientsin 12th Mar., and Cheloo 16th, Gen.
B. & S.
Kamor, Nor. s.s., 979, S. F. Muus, 21st Mar.,
Amoy 20th Mar., Ballast.—Mr. A. Burne.
Penay Lodge, Br. s.s., 2,075, J. Neuman, 21st
Mar., Barry via Durban 12th Jan., Coal.
—D. & Co., Ltd.
Cilurnum, Br. s.s., 1,339, O. E. Andersen, 21st
Mar., Barry (South Wales) 24th Jan.,
Coal.—Order.
Trieste, Aust. s.s., 3,223, D. Mistrorigo, 22nd
Mar., Singapore 16th Mar., Gen.—S. W.
& Co.
Decima, Ger. s.s., 794, M. Schlaikier, 22nd
Mar., Amoy via Amoy and Swatow 21st
Mar., Gen.—O. S. K.

Clearances at the Harbour Office.

Charles Hardwin, for Canton.
Cilurnum, for Shanghai.
Kongnam, for Hongkong.
Borneo, for Kudat.
Tui On, for Canton.
Kwanglee, for Shanghai.
Kwanglee, for Canton.
Yingking, for Macao.
Zaidi, for Amoy.
Minneapolis, for Shanghai.
Hoising, for Shau-yeung.
Wingchat, for Macao.
Kungfu, for Canton.
Onwing, for Hongkong.
Mar. 22.
Minneapolis, for Seattle.
Norman Isles, for Nagasaki.
Suzania, for Shanghai.
Kansu, for Canton.
Ningpo, for Canton.
Germinia, for Tientsin.
Kwanglee, for Shanghai.
Cilurnum, for Shanghai.
Zaidi, for Rangoon.
Per Trieste, from Singapore—3 Chinese.
Passengers departed.
Per Oceania, for Saigon—Messrs. Gaziquel,
Marrillet, H. Doung, Miss J. Quint, and 34
Chinese. For Shanghai—Mr. H. Hewett, and 2
Chinese. For Colombo—Mr. Weber. For
Marseilles—Messrs. C. Pan, James, L. Gau-
thier and Billon.

Shipping Report.

Str. Kansu from Tientsin:—First part Gulf
of Pechili fresh gale from NW, from Cheloo
light to moderate NE'ly winds, overcast, and
rainy weather, sea smooth.
Str. Machew from Bangkok:—Fine weather,
light winds (chilly) from a S.W. direction
to within 100 miles of the port, then fresh
monsoon, sky cloudy overcast, with occasional
showers.

Vessels in Port.

STEAMERS.
Amberton, Br. s.s., 3,500, J. Williams, 19th
Mar., Barry 15th Jan., Coal.—E. A. T.
Co.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 9th
Feb., Calcutta via Penang and Singapore
3rd Feb., Gen.—D. S. & Co., Ltd.
Benvenue, Br. s.s., 2,503, R. Koble, 20th Mar.,
Singapore 14th Mar., Gen.—G. L. &
Co.
Bogstad, Nor. s.s., 1,982, H. S. Guhlken, 16th
Mar., Chinkiang 10th Mar., Gen.—Order.
Borneo, Ger. s.s., 1,344, E. Mohle, 13th Mar.,
Sundakan 8th Mar., Timber and Gen.—M.
& Co.
Chingtu, Br. s.s., 1,439, J. McD. Howie, 4th
Mar., Melbourne 25th Jan., and Manila
1st Mar., Gen.—B. & S.
Clavering, Br. s.s., 2,154, D. Barton, 15th Mar.,
Sana Cruz and Moji 3rd Mar., Ballast.
—C. C. S. S. Co.
Confidenza, Ital. s.s., 1,698, R. Lico, 11th Mar.,
Moji 6th Mar., Coal.—J. C. J. L.
Dr. Hans Jurg Kier, Nor. s.s., 691, H. E.
Larsen, 20th Mar., Haiphong and Hoihow
19th Mar., Gen.—A. R. M.
Egmont Castle, Br. s.s., 1,834, Modie, 20th
Mar., Moji 14th Mar., Coal.—Order.
Emma Luyken, Ger. s.s., 1,160, H. Martens,
15th Mar., Cheribon (Java) 8th Mar.,
Sugar.—Chinese.
Empress of China, Br. s.s., 3,046, R. Archibald,
B.N.M., 14th Mar., Vancouver, B.C., 21st
Feb., and Shanghai 12th Mar., Mail and
Gen.—C. P. R. Co.
Famsang, Br. s.s., 1,470, Mitchell, 16th Mar.,
Sourabaya 6th Mar., Sugar.—J. M. & Co.
Hugin, Nor. s.s., 829, G. Salberg, 20th Mar.,
Canton 19th Mar., Gen.—Order.
Hopsang, Br. s.s., 1,339, Jas. V. Hay, 14th
Mar., Saigon 9th Mar., Rice.—J. M. &
Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 18th
Mar., San Francisco 18th Feb., via
Honolulu, Yokohama, Kobe, Nagasaki
and Shanghai 16th Mar., Mail and Gen.
—P. M. S. S. Co.
Kumsang, Br. s.s., 2,077, E. J. Buller, 20th
Mar., Calcutta 5th Mar., Penang 11th,
and Singapore 14th, Gen.—J. M. & Co.
Loongsang, Br. s.s., 1,092, G. S. Weigall, 20th
Mar., Manila 17th Mar., Gen.—J. M. &
Co.
Loosok, Ger. s.s., 1,020, G. Schultzen, 18th
Mar., Bangkok via Kolschick 8th Mar.,
Rice and Teakwood.—B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 15th Mar.,
Sundakan 10th Mar., Timber and Gen.—
M. & Co.
Mercedes, Br. s.s., 2,925, G. S. McGreor, 1st
Mar., Weihaiwei 25th Feb., Ballast—
Naval Stores.
Needles, Br. s.s., 2,995, J. P. Turner, 17th Mar.,
Moji 12th Mar., Coal.—S. T. & Co.
Onsang, Br. s.s., 1,797, J. T. Davies, 10th Mar.,
Samarang 27th Feb., Sugar.—J. M. &
Co.
Opland, Nor. s.s., 844, Th. W. Schlyker, 20th
Mar., Canton 19th Mar., Gen.—C. E. &
M. Co.
Oscar II, Nor. s.s., 2,000, R. Olsen, 20th Mar.,
Kuchinotau 15th Mar., Coal.—M. B. K.
Paklat, Ger. s.s., 1,018, H. Domes, 18th Mar.,
Bangkok 11th Mar., Rice and Wood.—
B. & S.
Protea, Nor. s.s., 1,024, C. Möller, 19th Mar.,
Moji 11th Mar., Coal.—Aagaard &
Thorsen Co.

Quarta, Ger. s.s., 1,825, H. Madsen, 21st Mar.,
Kansu 15th Mar., Coal.—S. W. & Co.
Rubi, Br. s.s., 1,611, A. H. Rolley, 20th Mar.,
Manila 18th Mar., Gen.—S. T. & Co.
Suisang, Br. s.s., 1,776, F. Wheeler, 14th Mar.,
Calcutta 25th Feb., Penang and Singa-
pore 8th Mar., Gen.—J. M. & Co.
Sungkiang, Br. s.s., 1,021, Pennefuther, 11th
Mar., Hoio 7th Mar., Wood.—B. & S.
Telemachus, Br. s.s., 1,349, J. Williamson, 20th
Mar., Saigon 16th Mar., Rice.—Wo Fat
Sing.
Westminster Bridge, Br. s.s., 2,208, A. W. Wen-
lock, 13th Mar., London and Singapore
23rd Nov., Coals.—Order.

Sailing Vessels.

A. G. Repes, Am. ship, 2,302, D. H. Riners,
16th Mar., Philadelphia 16th Oct., 1901,
Case Oil.—S. O. Co.
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th
Jan., New York 7th Aug., 1904 Petroleum.
—S. O. Co.
King George, Br. ship, 2,057, J. White, 11th
Feb., Philadelphia, U.S.A. 6th Sept., 1904,
Case Oil.—S. O. Co.
Manuel Laguna, Br. ship, 1,646, D. G. Nickels,
11th Feb., Cheloo 4th Feb., Ballast—
Order.

Steamers Expected.

Vessels	From	Agents	Due
Simla	Singapore	P. & O. Co.	Mar. 24
Tecnai	Singapore	N. Y. K.	Mar. 24
Coptic	Japan	P. M. Co.	Mar. 26
Gregory Apar	Singapore	D. S. & Co.	Mar. 27
P. R. Luipold	Japan	M. & Co.	Mar. 28
P. E. Friedrich	Colombo	M. & Co.	Mar. 29
Tartar	Vancouver	C. P. R. Co.	Mar. 29
Nicomedia	Portland	P. & A. Co.	Mar. 30
Emp. of India	Vancouver	C. P. R. Co.	April 1
Claverburn	New York	S. T. & Co.	April 25

Hongkong & Whampoa Dock Returns.

U.S.A.T. Liscom	at Kowloon Dock
H.M.S. Whiting	"
U.S.S. Callao	"
U.S.S. Barry	"
U.S.S. Bainbridge	"
U.S.S. Chauncey	"
U.S.S. Dale	"
U.S.S. Decatur	"
Fido	"
Lickin	"
Westminster Bridge	"
Sungkiang	"
Katharine Park	Aberdeen

Ships Passed The Canal.

Outward—25th February—Teenbai, Infed,
Serbia, Ras Roma, S. Klestad, Kooruen. 28th
February—Hilary, Secovia, Neumuhlen, Fal-
lania, Dugay. 4th March—Jason, Karoon, Al-
temanna, Cairo. 7th March—Jung, Queen Alexan-
dra, Pina, Prince Edw. Friedrich. 11th March—
Dardanus, Slekey, Anglia, Queen Alexandra,
Jubon. 15th March—Glenloch, Etrichdale,
Arundel, Belle, Himmaya, Elbert, Gaarden,
Jann, Hebe, Hahusa, Kalkia, Langdale, Venus.
17th March—Glaucus, Ision, Tsino, Telemachus.

Homeward—27th February—Croydon. 7th
March—Prism. 15th March—Ambria, Ghaeze.
17th March—Polynesian, Sikkota.

Arrivals at Home—28th February—Roan,
Armenia, Gisel, Moyune, Sel-don. 4th March—
C. Ferd Laetia, Hector. 6th March—Sai-
mosa. 7th March—Devilmond, Ernest Laes,
Simons, Palawan. 11th March—Bayern. 13th
March—Hysan. 17th March—Inrlan, Zieten.

Port Office.

A Ball will also be
Canton—Per *Homun*, 23rd Mar., 7:30 A.M.
Macao—Per *Wingchat*, 23rd Mar., 7:30 A.M.
Kuhat and Sandakan—Per *Borneo*, 23rd
Mar., 8 A.M.
Haiphong—Per *Dr. Huns Jurg Kier*, 23rd
Mar., 9 A.M.
Swatow and Bangkok—Per *Paklu*, 23rd
Mar., 9 A.M.
Amoy, Singapore and Samarang—Per *Emma
Luyken*, 23rd Mar., 9 A.M.
Macao—Per *Heungshan*, 23rd Mar., 1:15 P.M.
Singapore, Penang and Calcutta—Per *Sui-
sang*, 23rd Mar., 2 P.M.
Kobe—Per *Chingtu*, 23rd Mar., 3 P.M.
Kobe—Per *Hugin*, 23rd Mar., 3 P.M.
Saigon—Per *M. Struve*, 23rd Mar., 4 P.M.
Canton—Per *Hankow*, 23rd Mar., 5 P.M.
Nantao—Per *Taichun*, 23rd Mar., 5 P.M.
Sanbue—Per *Hoi Fu*, 23rd Mar., 5 P.M.
Canton—Per *Kinsan*, 24th Mar., 7:30 A.M.
Macao—Per *Wingchat*, 24th Mar., 7:30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per *Korea*, 24th
Mar., 11 A.M.
Macao—Per *Heungshan*, 24th Mar., 1:15 P.M.
Singapore—Per *Hopsang*, 24th Mar., 2 P.M.
Manila—Per *Loongsang*, 24th Mar., 3 P.M.
Amoy and Manila—Per *Rubi*, 24th Mar.,
3 P.M.
Kobe—Per *Confidenza*, 24th Mar., 4 P.M.
Manila—Per *Venus*, 24th Mar., 5 P.M.
Canton—Per *Pawan*, 24th Mar., 5 P.M.
Nantao—Per *Taichun*, 24th Mar., 5 P.M.
Sanbue—Per *Hoi Fu*, 24th Mar., 5 P.M.
Canton—Per *Hankow*, 25th Mar., 7:30 A.M.
Macao—Per *Wingchat*, 25th Mar., 7:30 A.M.
Europe, &c., India, via Tuticorin—Per
Malta, 25th Mar., 10:45 A.M.
Macao—Per *Heungshan*, 25th Mar., 1:15 P.M.
Cheloo and Newchang—Per *Hunan*, 25th
Mar., 3 P.M.
Macao—Per *Wingchat*, 26th Mar., 8 A.M.
Kongmoon, Kunchuck and Kaukorg—Per
Hongkong, 26th Mar., 9 A.M.
Nantao—Per *Taichun*, 26th Mar., 9 A.M.
Sanbue—Per *Hoi Fu*, 26th Mar., 9 A.M.
Canton—Per *Fatshan*, 26th Mar., 9 A.M.
Tientsin—Per *Esang*, 27th Mar., 3 P.M.
Moji—Per *Oscar II*, 27th Mar., 3 P.M.
Cheloo and Tientsin—Per *Kansu*, 28th Mar.,
9 A.M.
Singapore, Penang and Calcutta—Per
Kumsang, 28th Mar., 2 P.M.
Cebu and Hoiho—Per *Sungkiang*, 28th Mar.,
3 P.M.
Manila—Per *Taming*, 28th Mar., 3 P.M.
Shanghai—Per *Ningpo*, 28th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress
of China*, 29th Mar., 10 A.M.
Europe, &c., India, via Tuticorin—Per
Prins Regent Luipold, 29th Mar., 11 A.M.

Frederich, Wilhelmshafen, Herberthshof,
Matupi, Sydney and Melbourne—Per *Willchad*,
3rd April, 11 A.M.
Timor, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Melbourne,
Adelaide and Perth—Per *Australian*, 8th April,
10 A.M.
Manila, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Melbourne,
Adelaide and Perth—Per *Chingtu*, 8th April,
3 P.M.
Europe, &c., India, via Tuticorin—Per
Tonkin, 18th April, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Empress of
India*, 19th April, 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, E. S. Jackson, Miss A.
Archer, B. Kempf, H. H.
Bambaner, Miss L. D. Kitzman, J. C.
Belden, Mr. and Mrs. Lane, G. T.
J. M. Land, F. B.
Bevia, Mrs. and Miss Lee, Mr. & Mrs. H. W.
and maid Lewis, A. R.
Bingham, Mr. & Mrs. Marriott, Dr. O.
T. E. and child Meyers, G. H.
Birbeck, R. J. Meyers, Mrs.
Bird, Mrs. McAn, T. P.
Bissell, W. S. McNear, Mr. and Mrs.
Bisney, S. S. B.
Blair, D. K. McNear, Miss
Boggan, Mr. and Mrs. Miller, C. S.
and infant Miller, H. F.
Bonar, H. J. Miller, P. L.
Brunner, E. A. Moll, R. W., Lt. and Mrs.
Bannon, C. M. W. M.
Borland, Mr. Moon, Mr. & Mrs. E. M.
Borwick, Mrs. R. W. Mogan, Mrs. H. S.
and child Newbold, W.
Broughall, L. Newington, A. G.
Clark, Dr. Francis Parfit, W.
Clark, W. G. Pattie, Mrs. J. A.
Clark, Mr. and Mrs. T. Penfield, Mr. and Mrs.
W. F. C.
Cook, F. T. Perkins, Mr. and Mrs.
Cooke, H. A. B. T. L.
Cunningham, G. Pierce, Mr. and Mrs.
Davies, F. O. W. K.
Davies, Mrs. J. T. Poizat, Mr. and Mrs.
Deacon, F. B. J. M.
Dudge, H. Potterat, Mr.
Douglas, Capt. & Mrs. Potts, W. H.
Downing, Mr. and Mrs. Ranney, F. O.
T. C. Ranney, Mrs. F. O.
Ducamp, Mr. and Mrs. Rice, P. F.
Durich, E. Riddell, Admiral and
Edgerton, Mrs. Lady
Edgerton, Miss Rideau, H. M.
Edwards, G. H. Ritson, F. K.
Emerson, A. Roach, Mrs. J. S. and
Folous, C. P. child
Fisher, H. G. Robertson, W. R.
Fox, Dr. H. E. Rutherford, N. H.
Gallahar, M. H. Scott, Mr. & Mrs. J. G.
Glover, C. Skott, G.
Grant, A. W. Somerville, Geo.
Graves, Mr. and Mrs. Soper, C. H.
H. S. Stan, J.
Gray, H. C. Stein, A. L.
Guerriz, Mr. and Mrs. Straus, Ludwig
Hall, Capt. T. Thomas, C. K.
Hamron, J. Thornbrow, J.
Harding, R. Trimnell, W. D.
Hardy, Mrs. C. S. Trotman, Major
Hasbrouck, A. Tullidge, G. W.
Hayden, P. Vernon, Mr. and Mrs.
Helmuth, Mrs. W. T. J. Y. V.
Hett, Mr. & Mrs. Paget Walcott, A. S.
Heurly, E. S. Wemyz, J. L.
Hirs, Mr. and Mrs. I. Westendorf, P.
W. Whitton, Mrs. A. M.
Hoggan, Dr. H. B. child and infant
Hopner, Mr. & Mrs. G. Williams, Mrs. G. L.
Hopkins, J. H. Williams, Mrs.
Hurst, R. N., Engineer Woolmer, Mr. and Mrs.
Capt. C. F.
Innes, Capt. R.

PEAK.

Atkinson, R. D. Martin, R.
Beattie, J. M. Moxon, Mr. and Mrs.
Beattie, M. P. Herbert
Bentwick, Capt. and Oliver, Mr. and Mrs.
Mrs. and children Ollis, F. B.
Boyle, Lady F. & maid O'Neil, J. L. Hough
Bunney, Col. and Mrs. Parker, R. N. A. R.
F. W. and children Parker, Mrs.
Chapman, A. Parry, Major
Chichester, Major and Paxton, Capt. H. W.
Mrs. A. Phillips, Major
Courtney, G. Pollock, K. C. Mr.
Darling, Col. Robert A. G.
David, A. J. Rymer, Mr. and Mrs.
David, Jr. Mr. Sawyer, Mrs.
Dixon, Mr. Smith, C. W.
Dymock, Lieut. A. Smith, A. Findlay
Gales, Capt. Smith, Mr. and Mrs.
Grant, A. R. Spalckner, W. O. C.
Hasson, Mr. and Mrs. Stevenson, D.
Haynes, Col. Steen, Mr.
Hazelard, F. A. Stokes, Mr.
Helsgaun, A. Storer, Mr.
Holborow, Mr. Thomson, Mr. & Mrs.
Hudg, D. W.
Jeffries, H. U. Uffel, W. von
Joseph, Mr. and Mrs. Watkins, R. K., Capt.
Isling, Major C. L. and Mrs.
Kaye, Major and Mrs. White, Dr. M. J.
Lang, Mr.
Lauder, Mr.

CRAIGIEBURGH.

Hard, Mr. & Mrs. L. G. Skottowe, Mr. and Mrs.
Dann, G. H. A. B.
Franklin, G. Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Grant
Holmes, N. M. Southam, Mr. and Mrs.
Morrell, G. E. and child
Nicholls, E. A. Webb, Mr. and Mrs.
Riadore, R. N., Lieut. Montague
Commander & Mrs. Woodward, Mr. & Mrs.
and children and children

KOWLOON.

Huamann, Alep. Rouff, Morrel
Courtney, Mrs. and Stevenson, Lt. Comdr.
children and Mrs.
Hietot, R. M. L. T., Capt. Tuke, Capt. and Mrs.
and Mrs. Mackay Watson, Mr. and Mrs.
Libaud, Carl E. W. H. J.
Mitchell, Mr.

OCCIDENTAL.

Bands, F. Lolas, Mr. and Mrs.
Brown, Mr. T. C. and daughter
Chandler, Lieut. Matthes, P.
Fries, Mr. Munro, Miss A.
Furth, H. Nast, V.
Guerin, C. N. Reichel, W.
Keyl, Dr. Rober, Capt. W.
Kiens, L. Roth, Dr.
Lloyd, Mr. and Mrs. Twyne, Mrs.
and child Worsnap, Capt.

	March 22 at 10 A.M.	March 22 at 4 P.M.
Barometer	30.07	29.99
Temperature	57	52
Humidity	97	89
Rainfall	1.38	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	10	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	—	—	—	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Mannan	Hongkong
Astrea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Yangtze
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britomart	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	300	—	300	—	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut. Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stoppard	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hari	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Hogue	cruiser, 1st class	1,200	14	—	Captain Shortland	Weihaiwei
Humber	storeship	1,640	—	800	Lieut. P. M. Rindore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Hongkong
Janus	torpedo boat destroyer	280	6	5,900	Reserve	Hongkong
Kinsla	river gunboat	85	4	—	Lieut. Commander E. V. F. R. Dugmore	Yangtze
Moorehen	river gunboat	180	2	800	Lieut. Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Outer	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Phaenix	sloop	—	—	—	Reserve	Hongkong
Rambler	surveying vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut. Commander Robert E. Vaughan	West River
Rosario	sloop	—	—	—	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut. Commander H. T. Allay	West River
Sifius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut. Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Tamar	receiving ship	4,690	6	—	Commodore Dicken	Hongkong
Ten	river gunboat	180	2	800	Lieut. Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Tweed	coast defence gunboat	12,950	16	13,500	Reserve	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	On way to Spain
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Ernest C. Hardy	Hongkong
Waterwitch	surveying ship	360	4	450	Lieut. Commander Hugh Somerville	Yangtze
Whiting	torpedo boat destroyer	350	6	5,900	Lieut. Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze
Woodlark	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeanet	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Baïonnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décidee	gunboat	645	10	1,000	Lieutenant L'Host	Baie d'Along
Descartes	cruiser	3,785	14	5,500	Commander Amet	Saigon
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Baie d'Along
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichenot †	protected cruiser	—	—	—	—	Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	368	Lieut. Corfeyrie	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvonnoux	—
Kersaint	cruiser	1,250	7	2,200	Ambruster	Chemulpo & S'hai
Lynx	sub-marine	—	—	—	Capt. Duval	Saigon
Montcalm*	armoured cruiser	9,700	12	19,600	Lieut. Pray	Baie d'Along
Mouquet	destroyer	307	7	6,300	Lieut. Prat	Haiphong
Oiry	river gunboat	—	—	—	Lieut. Grellier	Chungking
Pascal	cruiser	4,015	27	8,500	Commander d'Arvalier	Colombo
Peiho	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Haiphong
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	battleship, reserve	9,437	8	6,671	Commodore C. P. M. Poidloué	Saigon
Sabre	destroyer	—	—	—	Lieut. Lehal	Baie d'Along
Styx	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Sully	armoured cruiser	10,014	38	20,000	Capt. Guiberieau	Baie d'Along
Surprise	gunboat	629	2	900	Lieut. Roque	Baie d'Along
Takiang	river gunboat	—	—	—	—	Upper Yangtse
Takou	destroyer	350	6	—	Capt. Terquem	Saigon
Vauban	battleship, reserve	6,150	23	4,500	—	Saigon
Vigilante	river gunboat	123	7	500	Lieut. Brugnon	Canton

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for HATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 25th
March, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Marmora*, 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Exmouth*,
due in London on the 6th May.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 10th March, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, HATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for
MARSEILLES on TUESDAY, the 4th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TONKIN* 18th April.

S.S. *DUMBEA* 2nd May.

S.S. *AUSTRALIEN* 16th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleasant</i>	3,753	F.G. Purinton	At Mar. 30
<i>Shawmut</i>	9,606	E. V. Roberts	" April 13
<i>Trenton</i>	9,606	T. W. Garlick	" April 21
<i>Lyra</i>	4,417	G. V. Williams	" May 15

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Trenton 9,606 | T. W. Garlick | At April 12 || *Lyra* | 4,417 | G. V. Williams | " May 3 |

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th March, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellam's Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

FROM 1st April, ONE OFFICE ROOM
on Second Floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 16th March, 1905.

TO LET.

HOUSE in CLIFTON GARDENS, Conduit
Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN

HOUSES in Observatory Road, Tsim

Tsa Tsoi, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis courts, servants' quar-

ters, water, gas, electric lights and bells.

Moderate Rental. Possession on or about

1st April, 1905.

Apply to—

ARRATTON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY

YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the

shortest notice and with all possible dispatch.

Moderate terms. Orders solicited.

Hongkong, 23rd February, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	14 %	\$750 buyers (London £77
National Bank of China, Limited,	99,925	£7	£7	\$175,533	\$21,668	\$2 (London 3/6) for 1903	54 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$150,494	\$17 for 1903	64 %	\$285
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000	Nil.	\$4 1/2 for year ended 30.4.1904	74 %	\$59
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000	\$2,078,997	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,200,000	\$486,284	\$12 for 1902	74 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	84 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1903	104 %	\$315 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$26,160	\$1 for second half-year 1904	94 %	\$264 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000	£5,853	10/- for 1903 @ 1/10 5/16=\$37.8	44 %	\$124 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tl. 2 for 1904	9 %	Tls. 53 sales
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$4,000,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	74 %	Tls. 49 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	54 %	\$378 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000	\$33,648	\$5.00 & b. 20 cts. for year ending 30.4.04	31 %	\$29 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 6,190	\$5 for 2nd 1/2-year making \$13 for 1903	10 %	\$130 sellers
PEPPERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	104 %	Tls. 30 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	Interim of \$5 for 1904	...	\$232 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	\$3 for 1897	...	\$251 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	Tls. 2 1/2 for year ending 30.9.04	44 %	Tls. 54 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,091	No. 3 of 1/6	54 %	Tls. 74 sellers
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	50 cents making G. \$1 for 1904	...	Tls. 174 sales
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	No. 12 of 1/-=48 cents	...	\$4 sales
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$20,000	\$8,577	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$10,000	\$29,422	\$3.75 for 1904	104 %	\$36 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	Final of \$2 1/2 making \$5 for 1904	44 %	\$105 buyers
Howarth Frskine, Limited	12,000	\$100	\$100	\$60,000	...	\$6 dividend and \$1 bonus for 2nd half- year 1904	64 %	\$208 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	74 %	\$220 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$3 for 1903	44 %	\$25 sellers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$200 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	\$7 dividend	64 %	\$110
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,712	Tls. 5 interim for 1904/5	84 %	Tls. 144 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Interim of Tls. 4 for 1904	74 %	Tls. 152 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$6 for first half year 1904	31 %	\$560 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Tls. 18 for 1903	14 %	Tls. 190 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824	\$11,668	\$24 for year ended 30.6.1904	8 %	\$32 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of Tls. 4	6 %	Tls. 150